

THE C., B. & Q. STRIKE.

CHICAGO, MARCH 6, 1888.

THE GREAT STRIKE.

The engineers' strike may or may not be extended, but beyond any question of a doubt, the Brotherhood is seriously considering the advisability of "tying up" other roads besides the Burlington. This would be an exceedingly rash step to take, and one which would probably cost them what public sympathy is left them, but the strikers will count the cost. They have been assured by the press that the public is not in sympathy with them anyway, and this unanimous editorial assertion may render them less careful than they would otherwise be, of the tender sensibilities and the convenience of the public. They may argue that if the public is against them and has been against them from the start, they run no risks, by ordering a general strike, of losing popular sympathy, for, obviously, they cannot lose something they haven't got and never had.

A general "lock-out" or "tie-up" of western roads would be a very serious thing. It would cost the railroads enormously, and would cause wide-spread commercial depression and disaster. It would hurt the railroad companies, but it would hurt the engineers worst of all.

The first strike, it is held by many, was entered upon without adequate provocation, and was a mistaken move. Its extension on equally flimsy pretenses would be a crime. Yet a combination of men engaged in what they believe to be a life-and-death struggle, however wrong they may be in principle, will sometimes resort to desperate means.

However, if the Brotherhood is bent on making the work of self-destruction complete and overwhelming, and if it will not be satisfied with anything less, it will act on the advice of its hot-heads at this juncture.—*Editorial—The Chicago Mail, March 5, 1888.*

WHAT CAN A COMMITTEE OF CONGRESS DO?

It is difficult to understand exactly what Congressman White of Indiana expects to

accomplish, beyond advertising himself, in moving for a committee to proceed to Chicago and investigate the Burlington strike. As to a congressional committee acting as mediators between the company and its employes, that is something that would require their consent, and when the adverse interests arrive at a point where they will consent to arbitration, they can find mediators a long way this side of Washington.

If the question at issue were merely one of wages, there might be sound sense in the appointment of a congressional committee empowered to proffer its services as an arbitrator. According to the report of the State Board of Arbitration between Employers and Workmen of Massachusetts for last year, it met with very gratifying success in terminating and avoiding strikes where the differences involved related to wages. But the Board's success had its limits. When the question of union and non-union came up, or any other in which there was a difference on some irreconcilable principles, its services were vain.

But as we do not understand that there is any half-way place between the paying according to a uniform rate and a classified one, there does not seem to be any basis for arbitration. If the company would agree to pay on the uniform principle, it might be a subject for negotiation what the uniform wages for competent engineers and firemen should be. And vice versa if the enginemen would accept pay according to a classified schedule, an impartial committee or board of arbitration might settle what change on the \$2.55, \$3.10, and \$3.65 rate would be a fair equivalent to the men for a uniform rate equal to what is being paid on other roads for similar services.

The men, moreover, claim the adoption of certain regulations, which the company can neither yield nor submit to arbitrators, as they involve the surrender of the railway property and responsibilities.—*Editorial—Chicago Daily News, March 6, 1888.*

ISSUED BY THE PASSENGER DEPARTMENT,

CHICAGO, BURLINGTON & QUINCY R. R.

President.....L. O. GODDARD, Chicago, Ill.
 Vice President.....J. D. BESLER, Galesburg, Ill.
 Secretary.....JOHN LASS, Galesburg, Ill.
 Treasurer.....F. C. SMITH, Chicago, Ill.

Directors, { T. J. POTTER,.....Chicago, Ill.
 L. J. ALLEN,.....Aurora, Ill.
 R. W. COLVILLE,.....Galesburg, Ill.
 S. B. HARRINGTON,.....Burlington, Ia.
 C. T. LEONARD,.....Creston, Ia.

THE PROTECTIVE ASSOCIATION

OF THE

Employes of the C. B. & Q. R. R. and Leased Lines.

To the Employes of all Departments of the C. B. & Q. R. R. Co. and Leased Lines :

GENTLEMEN—The officers and members of the Protective Association of the employes of the C. B. & Q. R. R. Company and Leased Lines invite every employe of the Company to become members of the Association.

This Association was organized in June, 1873, and during the thirteen years of its existence has paid out \$109,678 to the families of deceased members by a contribution of only \$110 by each member toward the Benefit Fund, and \$3.50 toward the expense account, or an average of \$8.75 per annum.

During the last fiscal year the Association lost nine members by death, whose families were paid \$7,800, or an average of \$865 each, at a cost of \$9.50 to each member of the Association.

You are invited to join the Association. Will you do so?

It is an association composed not of strangers but of fellow-employes.

It is not an association organized for pecuniary profit to any one, but is solely and wholly a benevolent association for the benefit of the families of its members.

Every dollar raised, excepting about fifty cents each year for expenses, goes to the beneficiaries of deceased members.

Whether you join any other association or not, you should join this. It is a home association, and if all the employes of the road would become members, it would cost a much smaller sum than it does now, and would, without doubt, be the cheapest provision an employe could possibly make for the benefit of his family in the event of his death.

Any employe of the Company who has been in its employ six months, and who is not more than fifty years of age, can become a member by furnishing a physician's certificate of general good health, and upon payment of one dollar initiation fee, and one dollar to be applied to the next death benefit, provided his application is indorsed by three members and approved by the Representative of his department. Upon the death of a member an assessment of one dollar is levied upon each member.

Applications for membership can be made to the Secretary or to the following Representatives:

C. M. Higginson,	Department No. 1.....	Chicago, Ill.
T. S. Bircham,	" No. 2.....	Chicago, Ill.
Geo. Alexander,	" No. 3.....	Aurora, Ill.
John Lass,	" No. 4.....	Galesburg, Ill.
F. O. Reed,	" No. 5.....	Quincy, Ill.
W. C. Cross,	" No. 6.....	Burlington, Ia.
N. A. Gray,	" No. 7.....	Creston, Ia.
J. B. Maxon,	" No. 8.....	Ottumwa, Ia.
Amos McDaniels,	" No. 9.....	Aurora, Ill.
A. Comber,	" No. 10.....	Galesburg, Ill.
Joel West,	" No. 11.....	Burlington, Ia.
C. W. Eckerson,	" No. 12.....	Creston, Ia.

L. J. Allen,	Department No. 13.....	Aurora, Ill.
J. T. Bassett,	" No. 14.....	Galesburg, Ill.
W. B. Throop,	" No. 15.....	Aurora, Ill.
W. S. Lass,	" No. 16.....	Galesburg, Ill.
S. B. Harrington,	" No. 17.....	Burlington, Ia.
F. L. Angler,	" No. 18.....	Beardstown, Ill.
J. H. McGuire,	" No. 19.....	Beardstown, Ill.
D. S. Guild,	" No. 20.....	Omaha, Neb.
John Kenyon,	" No. 21.....	McCook, Neb.
Elliott Marshall,	" No. 22.....	St. Joseph, Mo.
W. McC. White,	" No. 23.....	Keokuk, Ia.
F. Latham,	" No. 24.....	Plattsmouth, Neb.

A. M. Baird, Department No. 25, Lincoln, Neb.

Yours Respectfully,

L. O. GODDARD,

President.

JOHN LASS,

Secretary.

OFFICE OF THE PROTECTIVE ASSOCIATION, GALESBURG, ILL., JUNE 9th, 1886.

stone. In
blue. In
purple. In
brown. In
white. In

29

in

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W. H. H.

"SCABBY" STONE

I am H. B. Stone, the railroad man,
The ruler of the "Q."
And I'm the boss of all the scabs,
And all the dead beats, too.
There is not a man in my employ
That has a soul of his own;
They bow their heads and bend their knees
At the name of "Scabby" Stone.

Our buisness now upon the "Q."
Is growing very small;
We will have less trains each day, I fear,
If the strike hangs on till fall.
We are losing our money every day,
And reputation, too,
By hauling empty cars each way,
With scabs, upon the "Q."

Our rolling stock is playing out;
It is damaged every day;
Our engines burned and pulled in dead,
And the devil is to pay.
Our side tracks filled with empty cars:
I'm paralyzed, it's true,
When I try to run our trains on time,
With scabs, upon the "Q."

If I could break the Brotherhood
It would fill my heart with joy;
I soon would have some honest men
Back into my employ
Old times would come again once more,
And buisness would renew;
I never would employ again
Those scabs upon the "Q."

Our money, too, is growing low,
I am sorry to relate;
For courts I've bought and Justice bribed
In nearly every state.
I have scattered money here and there,
And done whate'er I could
To have the papers publish lies
To down the Brotherhood.

The strongest fort the Strikers hold
Is out at Creston town;
I've concentrated there my force
And tried to break them down.
I have sent them whisky by the Jug,
To make them wild and gay;
But they stand firm together--
They are on a strike to stay.

When I think over the wrong I've done,
It nearly makes me weep:
When I lay down to rest at night,
I never can go to sleep.
The devil for me is waiting sure,
To catch old "Scabby" Stone,
And use him as an ornament
To decorate his throne.

PROCEEDINGS OF THE THIRTEENTH ANNUAL CONVENTION OF THE PROTECTIVE ASSOCIATION

OF THE EMPLOYES OF THE *Chicago, Burlington & Quincy R. R. Co.* AND LEASED LINES.

The Thirteenth Annual Convention of the above named Association was held in the Roadmaster's Office at Burlington, Ia., on Tuesday, June 8th. 1886, at 9 o'clock, a. m.

In the absence of the President, Vice President Mr. J. D. Besler occupied the Chair, and Mr. John Lass acted as Secretary.

The following representatives and members were present:

Geo. Alexander, Aurora, Ill.	W. F. Merrill, Burlington, Iowa
L. J. Allen, Aurora, Ill.	S. B. Harrington, Burlington, Ia.
W. B. Throop, Aurora, Ill.	W. C. Cross, Burlington, Ia.
J. D. Besler, Galesburg, Ill.	S. B. Bacon, Burlington, Ia.
John Lass, Galesburg, Ill.	W. McC. White, Keokuk, Ia.
A. Cumber, Galesburg, Ill.	D. S. Guild, Omaha, Neb.
J. T. Bassett, Galesburg, Ill.	W. S. Lass, Galesburg, Ill.
F. E. Fowler, Galesburg, Ill.	

The minutes of the last annual meeting were read and approved.

The following officers were re-elected for the ensuing year:

President.....	L. O. GODDARD, Chicago, Ill.
Vice President.....	J. D. BESLER, Galesburg, Ill.
Secretary.....	JOHN LASS, Galesburg, Ill.
Treasurer.....	F. C. SMITH, Chicago, Ill.

DIRECTORS.

T. J. POTTER.....	Chicago, Ill.
L. J. ALLEN.....	Aurora, Ill.
ROBERT W. COLVILLE.....	Galesburg, Ill.
S. B. HARRINGTON.....	Burlington, Iowa.
C. T. LEONARD.....	Creston, Iowa.

The Secretary's and Treasurer's reports were read and adopted as follows:

SECRETARY'S REPORT.

GALESBURG, ILL., JUNE 2nd, 1886.

L. O. GODDARD, Esq., President Protective Association.

DEAR SIR:—I beg leave to submit the following report for the fiscal year ending June 7th, 1886:

RECEIPTS.

Cash in Treasurer's hands June 8th, 1885, Benefit Fund.....	\$	3	00
Cash in Treasurer's hands June 8th, 1885, Expense Account.....		33	67
	\$		36 67
Cash received from 60 new members, Initiation Fees.....		60	00
Cash received from 60 new members, Benefit Fund.....		60	00
			120 00
Cash received from Expense Assessment. No. 5..		25	
Cash received from Expense Assessment No. 6..		420	00
			420 25
Cash rec'd from Benefit Assm't No. 101, (balance)		72	00
" " " " " " No. 102, (in full)		851	00
" " " " " " No. 103, "		854	00
" " " " " " No. 104, "		849	00
" " " " " " No. 105, "		875	00
" " " " " " No. 106, "		877	00
" " " " " " No. 107, "		868	00
" " " " " " No. 108, "		860	00
" " " " " " No. 109, (account)		847	00
" " " " " " No. 110, "		725	00
			\$7,678 00
Total received.....			\$8,254 92

DISBURSEMENTS.

Paid Loss No. 102, A. Blumgren, balance.....	72	00
" " " 103, John Davis, in full.....	866	00
" " " 104, A. B. Porter, ".....	854	00
" " " 105, J. J. Straight, ".....	875	00
" " " 106, E. T. Cogswell, ".....	885	00
" " " 107, Sam'l. Simms ".....	878	00
" " " 108, M. Eikenberry ".....	874	00
" " " 109, M. J. Hawkins, ".....	865	00
" " " 110, Alois Kneff, account.....	847	00
" " " 111, Walter Coombe, ".....	725	00
		\$ 7,741 00
Paid Secretary's salary.....	\$200	00
Paid Traveling Solicitor's salary, 3 months.....	180	00
Paid printing proceedings annual meeting, notices of assessments, receipts, application and remittance blanks and notices of annual meeting.....	70	35
Paid stamps, non-resident members, less stamps received.....	56	90
	\$	507 25
Total paid.....		\$8,248 25
Balance.....		\$ 6 67
Total amount received.....		\$8,254 92
Total amount paid.....		\$8,248 25
Balance.....		\$ 6 67
Balance stands as follows:—		
Expense account.....		\$ 6 67
Number Benefit Assessments during year.....	9	
" Expense " " ".....	1	
" Losses by death " ".....	111	
Total amount paid beneficiaries since date of organization, June, 1873.....		\$109,678 00
Respectfully submitted,	JOHN LASS, Secretary.	
Approved: L. O. GODDARD, President.		

TREASURER'S REPORT.

CHICAGO, JUNE 7, 1886.

L. O. GODDARD, Esq., President C, B. & Q. Protective Association.

DEAR SIR: Below please find statement of receipts and disbursements for the fiscal year, viz:

RECEIPTS.

To balance on hand, June 8th, 1885.....	\$ 36 67
To amount collected by Secretary for Benefit Fund.....	7,738 00
To amount collected by Secretary for Expense Account.....	480 25
Total receipts.....	<u>\$8,254 92</u>

DISBURSEMENTS.

By Secretary's draft Mrs. Eliza Blumgren, loss 102	\$ 72 00
To Secretary's draft Mrs. P. A. Creelman, loss 103.....	866 00
By Secretary's draft Mrs. M. A. Porter, loss 104.....	854 00
By Secretary's draft Mrs. H. B. Straight, loss 105.....	875 00
By Secretary's draft Mrs. S. B. Cogswell, loss 106.....	885 00
By Secretary's draft Mrs. A. Simms, loss 107.....	878 00
By Secretary's draft Jos. Eikenberry, Admr. loss 108.....	874 00
By Secretary's draft Mrs. S. F. Hawkins, loss 109.....	865 00
By Secretary's draft Jos. Kneff, Exec't., loss 110.....	847 00
By Secretary's draft Mrs. E. R. Coombs. loss 111.....	725 00
By approved vouchers to date, printing, stationery, stamps, salary Secretary and Solicitor.....	507 25
Total disbursements.....	<u>\$8 248 25</u>
Balance on hand.....	6 67

Respectfully submitted,

F. C. SMITH, Treasurer.

The following amendments to the Constitution, of which notice was duly published, were then considered, viz:

FIRST. That a small surplus fund shall be established, out of which advance payments may be made to the beneficiaries of deceased members when desired, to enable them to provide for their immediate necessities, and to pay the funeral and other expenses before the assessment for their benefit can be collected.

SECOND. That the amount to be paid to the beneficiaries of a deceased member of the full rate class shall be \$1,000 and of the half rate class \$500. The increased amount of benefit to be provided for by an occasional special assessment, or by increasing the amount of the regular assessments.

- THIRD. That a commission of one dollar be paid to the member who obtains a new member, said commission to be paid from the expense fund.

On motion, the first two propositions were tabled and the third rejected.

The following resolutions were unanimously passed:

Resolved. That the Secretary issue a circular to all the employes of the road for general distribution, setting forth the purposes and advantages of the Association, and a statement of its proceedings for the past thirteen years.

Resolved. That an expense assessment of 25 cents on each member be levied in June and a second assessment of 25 cents later in the year if necessary.

Resolved. That Messrs. Geo. Alexander and C. M. Higginson be a committee to wait upon Vice President Potter and request the company to assist the Association.

Resolved. That each representative shall send to the annual meeting his receipts received from the Secretary during the year for money paid, and a statement showing the amount so paid.

Resolved. That each member be urged to make a special effort to secure employes to join the Association.

Resolved. That the Secretary be allowed a salary of \$200 for the ensuing fiscal year.

Resolved. That the next annual meeting of the Association be held in the Roadmaster's office, Burlington, Iowa, on the second Tuesday in June, 1887, at 9 a. m.

Resolved. That the proceedings of this meeting be printed and distributed among the members and employes.

The following named members are representatives of the Association and will receive applications for membership and give further information in regard to the Association:

C. M. Higginson,	Department No. 1.....	Chicago, Ill.
T. S. Bircham,	" No. 2.....	Chicago, Ill.
Geo. Alexander,	" No. 3.....	Aurora, Ill.
John Lass,	" No. 4.....	Galesburg, Ill.
F. O. Reed,	" No. 5.....	Quincy, Ill.
W. C. Cross,	" No. 6.....	Burlington, Iowa.
N. A. Gray,	" No. 7.....	Creston, Iowa.
J. B. Maxon,	" No. 8.....	Ottumwa, Iowa.
Amos McDaniels,	" No. 9.....	Aurora, Ill.
A. Comber,	" No. 10.....	Galesburg, Ill.
Joel West,	" No. 11.....	Burlington, Iowa.
C. W. Eckerson,	" No. 12.....	Creston, Iowa.
L. J. Allen,	" No. 13.....	Aurora, Ill.
J. T. Bassett,	" No. 14.....	Galesburg, Ill.
W. B. Throop,	" No. 15.....	Aurora, Ill.
W. S. Lass,	" No. 16.....	Galesburg, Ill.
S. B. Harrington,	" No. 17.....	Burlington, Iowa.
F. L. Angier,	" No. 18.....	Beardstown, Ill.
J. H. McGuire,	" No. 19.....	Beardstown, Ill.
D. S. Guild,	" No. 20.....	Omaha, Neb.
John Kenyon,	" No. 21.....	McCook, Neb.
Elliott Marshall,	" No. 22.....	St. Joseph, Mo.
W. McC. White,	" No. 23.....	Keokuk, Iowa.
F. Latham,	" No. 24.....	Plattsmouth, Neb.
A. M. Baird,	" No. 25.....	Lincoln, Neb.
	No. 26.....	Denver, Col.

GALESBURG, ILL., June 8th, 1886.

JOHN LASS, Secretary.

THE C., B. & Q. STRIKE.

CHICAGO, MARCH 8, 1888

A GENERAL strike of engineers on western roads in order to win on the Burlington would be simply setting fire to the house of Jones for the sake of consuming that of Smith. It's a trifle hard on Jones.—*Editorial Note, Chicago Mail, March 7, 1888.*

THE STRIKE AND POSSIBLE EFFECTS.

A general strike on the railroads would be disastrous in many ways. The number of roads that could stand a suspension of revenue for a week or a month, and the consequent demoralization of business, are few indeed. Most of them are staggering along under a crushing load of debt, and they need every dollar they can earn under the most favorable conditions to pay current expenses and meet "fixed charges." A shutting down of income means embarrassment to all and possibly bankruptcy to some.

The stock market is already in a nervous, shaky state, with the wreckers ready to assist the strikers in the destruction. Both are working to a common end, the annihilation of values. The engineers are "girdling" the trunk upon which they are leaning for support.—*Editorial, Chicago Mail, March 7, 1888.*

TIMID NEUTRALITY.

As events develop and the talk of a general strike of engine-men on western roads goes on it must become plain to the timid neutrality managers of roads that they are not likely to gain anything by practically assisting the strikers in the contest with the Chicago, Burlington and Quincy. According to all accounts it appears that the strikers threaten to go to any extreme in order to win. They demand that Chicago, Burlington and Quincy freight shall not be moved by other roads, and they threaten to tie up not only those roads that do not observe this "neutrality," but those that do observe it as well. In that event the roads whose managers have asked the strike commanders what they may do and what they must not do, and who have obeyed orders issued from strike headquarters, will not only find themselves tied up with the rest, but they will have to encounter an unfavorable public opinion and experience the consciousness of having violated law to conciliate the strikers, and all to no purpose.

It is said that the Burlington has been forcing other companies into a position where they must either violate their agreements of neutrality with the strikers or else violate the provision of the interstate commerce act regulating the exchange of freight between different roads. How has the Burlington been forcing other companies into this position? Simply by offering them freights in the ordinary course of business which the law requires them to move. For instance, it is stated that on Tuesday a train of forty-seven cars was pushed into the yard of the Chicago, Milwaukee and St. Paul at Western avenue by the Burlington. The cars contained freight billed across the Chicago, Milwaukee and St. Paul road, but that road refused to move it. Other like instances are mentioned, and the public is given to understand that the neglect of the other companies to move the freight was in pursuance of an "agreement of neutrality" with the strike commanders, or, in the absence of any distinct agreement, from fear of an extension of the strike to their own lines.

Now, in the first place, there is no forcing in these cases. There is nothing more than a transfer of cars in the ordinary course of business. If there is any forcing about it there is an attempt by the other companies to force the Burlington to surrender to the strikers by refusing to move its cars; there is an attempt to force the Burlington by a resort to the methods of the boycott. And, in the second place, these companies had no right to enter into any agreement with the strikers which they knew full well they could not fulfill without violating

a law of congress, as well as the established usage of the railroad companies which has come to have almost the force of law, and in the observance of which the public is profoundly interested. Companies which have thus violated both law and usage can not count upon public sympathy when they come to be tied up themselves in spite of their shortsighted and unlawful obedience to the behests of the strike commanders. The wisest course they can pursue is to cancel any unlawful agreement they may have made with the strikers, and in future do their lawful business in a lawful way and hold aloof from every boycott conspiracy to injure another company in its business. Then, if the engineers see fit to tie up all western lines centering in Chicago, the public will promptly place the blame where it belongs and the railroad managers will have the satisfaction of knowing that they have done their duty and that they have incurred the displeasure of the strike commanders because they have had the courage to obey the law of the land and to render the service they owe the public so far as lay in their power.—*Editorial Chicago Times, March 7, '88.*

COURTING PUBLIC APPROVAL.

It is reported that the strike commanders want to extend the strike, and have refrained from taking steps in that direction because they knew that public opinion would not sustain them unless they could assign a substantial grievance as a reason for taking so serious a step. That grievance they think they have found, so it is said, in the refusal of the Burlington company to agree to arbitration.

Is that any real grievance? The engine men left the service of the company. They are no longer in its employ. There are no relations existing between them and the company to form a basis for arbitration. If the men want to enter the service of the company they can apply as other men do. Between an employer and an applicant for employment there is matter for negotiation, but none for arbitration. The men are not to suppose that they can properly make themselves a party to arbitration because they are acting in a body to prevent the Burlington from employing others in their places and to induce other companies to boycott the Burlington. That fact makes them conspirators to injure the business of the company; it certainly does not put them in a position to complain because the company refuses to arbitrate when there is nothing to submit to arbitration.

Public opinion is against the men when they attempt to apply the methods of the boycott form of conspiracy. It will be still more strongly against them if they attempt to tie up all roads centering in Chicago. The necessary effect of such a performance, if continued for any great length of time, would be to cause great distress in Chicago and to reduce multitudes living off the lines of water communication to the verge of starvation. Public opinion will not sanction any such proceeding unless it is supported by some better reason than the refusal of an employer to recognize employees who have quit his service as a party to an arbitration in a case where there is nothing to submit to arbitration.—*Editorial, Chicago Times, March 8, 1888.*

CHIEF ARTHUR's remedy for the Burlington strike apparently is to throw the patient into convulsions, and then cure the convulsions.—*Edit. Note, Chicago Daily News, Mar. 8, '88.*

LITTLE by little and day by day the Chicago, Burlington & Quincy railroad is showing its striking engineers that they made a mistake, and the worst of it is the great majority of the engineers are beginning to admit to themselves that they had no grievance, but were merely drawn into the strike in order that their pay might be cut down to a level with the pay of a few men who do not earn as much as they do.—*Editorial Note, Chic. Times, March 8, '88.*

ISSUED BY THE PASSENGER DEPARTMENT

CHICAGO, BURLINGTON & QUINCY RAILROAD

1774-1775

THE C., B. & Q. STRIKE.

CHICAGO, MARCH 2, 1888.

ANOTHER PHASE OF THE STRIKE.

There is one phase of the present strike, or of the causes leading up to it, which has not been sufficiently considered, and may help to account for the radical action of the engineers in precipitating it and for Mr. Arthur's departure from his hitherto conservative policy. It has been the general impression that the engineers and firemen were united in one brotherhood, but such is not the case. As has already been stated in *The Tribune*, the Brotherhood of Locomotive Engineers was organized at Marshall, Mich., in 1863. The Brotherhood of Locomotive Firemen was organized at Port Jervis, N. Y., in 1873. Not only during this interval of ten years but for the fourteen years following the latter date the engineers have managed their own affairs in their own way—and it is generally conceded that their way was sensible and conservative—and have yielded to no dictation or pressure from their associates of the footboard. In all matters they acted separately.

A year ago, however, the engineers changed their policy. It claimed that their interests and those of the firemen are so closely identified and their grievances are so similar that cooperation became a matter of necessity. Hence it was decided to act in concert in case of strikes, and on all other questions independently of each other. Probably the real reason was the fear of the engineers that in case they did not act together in a strike the managers would fill their places from the ranks of the firemen and thus suffer no inconvenience from interruption in the running of the road. Hence for all practical purposes, in case of a strike, the two brotherhoods are one, and act under the direction of Mr. Arthur.

It is a question whether this was not an unwise policy on the part of the engineers. Notwithstanding Mr. Arthur's statement that by a sort of evolutionary process firemen, after a certain number of years of apprenticeship, blossom out into engineers, and that all engineers are expert, he knows as well as any one else that there are numerous exceptions to the rule. The engineers as a rule are a superior class of men to the firemen, not alone in intelligence but in character. Many firemen never rise above their position and can never be trusted with an engine. They have not the mechanical knowledge or the general intelligence of engineers. They are a rougher and more turbulent class of men. They are more likely to sympathize with strikes and to plunge into them rashly and inconsiderately than engineers. The responsible duties of the latter tend to make them cautious and conservative, whereas their associates, the firemen, have no such check. It is an open question, therefore, whether the admission of this large body of men into their councils with equal voice and vote, though not equal in any other direction, was a wise step. While the engineers decided things for themselves, they had no trouble, and Mr. Arthur managed every difficulty with a calmness, coolness, and good judgment that won golden opinions from the public for the manliness, intelligence, and good sense of the brotherhood. Probably, if the truth were known, it would be found that Mr. Arthur has been unable to withstand the pressure of a body of men equal in numbers and clothed with the same powers as the engineers, though possessing less intelligence and having less at stake, as the most of them have no families dependent upon them. It is safe to say that if the engineers had been left to themselves, and if they had followed the policy which characterized their action during the twenty-four years when the firemen had no voice in their

councils and could exercise no more influence upon them than brakemen and switchmen, Mr. Arthur would have found some way to avoid this strike. To manage the affairs of 1,000 engineers, men of superior intelligence and sense, is easy as compared with the management of the same body when 1,000 other men of less intelligence and judgment are admitted to their membership on equal terms for striking purposes. Mr. Arthur's final assent to arbitration is confirmation of our conjecture that this is a firemen's rather than an engineers' strike.—*Editorial—Chicago Tribune, March 1st, 1888.*

THE CRISIS AT HAND.

Day before yesterday the proper officer of the Chicago, Burlington and Quincy Company notified all who had voluntarily left its service—that is, the strikers—to appear by noon yesterday and get the money due them for their services, thus terminating their connection with the company. So long as the men were borne on the pay-rolls and not formally notified that their services were no longer required they might be regarded technically as in the employ of the company and could not be effectually warned off from the company's property as trespassers. This notice was distributed all along the lines, and the company is now in a position to take effective measures for the protection of its property and the resumption of the service which, as a common carrier, it owes to the public.

This prompt and proper move indicates a purpose on the part of the officers of the company to bring matters to a crisis without unnecessary delay. For this reason, or some other, Chief Arthur gave it to be understood yesterday morning that he was willing to arbitrate. He should have thought of that before. Who are the parties to arbitrate? There is the company on the one side and a number of dismissed employees on the other. The company has closed its relations with those employees. There is no more reason why they should become parties to an arbitration than there would be if the men had never been in the employ of the company at all. If they want employment on the company's lines they can apply for it, just as anyone else can—not as a brotherhood, but as individuals.

There is nothing to arbitrate. The men have quit the service of the company because it would not accede to their demands. That they had a perfect right to do. The company proposes to manage its own property and business without dictation from any brotherhood or any but rightfully constituted authorities. That it has a perfect right to do. There is nothing here to arbitrate. Moreover, the company has the right to supply the places of the men who have quit its service if it can, and it has a right to the protection of the government in its effort to do this, and so to discharge its duty to the public.

The sensible thing, therefore, for the self-discharged men is to apply for reinstatement before their places are filled and they are compelled to leave home and friends to find employment elsewhere. Mr. Stone has said he is ready at any time to take up the question of wages with the men, and to pay as well as other companies do. The men would do well to take him at his word and not attempt to control property that doesn't belong to them. The public is in no mood to be trifled with in this matter, and will justify the employment of every agency necessary to set the wheels in motion and raise the wanton and lawless embargo upon commerce.—*Editorial—Chicago Times, March 1st, 1888.*

ISSUED BY THE PASSENGER DEPARTMENT,

CHICAGO, BURLINGTON & QUINCY R. R.

THE C. B. & A. STRIKE

THE C. B. & A. STRIKE

THE C., B. & Q. STRIKE.

CHICAGO, MARCH 7, 1888

THE BROTHERHOOD'S ATTITUDE

A Rumor that Chief Arthur is Losing his Influence.

It is generally admitted that the Burlington has thus far shown excellent judgment and good generalship. The engineers are dismayed at the progress the Burlington has made, and they feel convinced that unless heroic measures are at once adopted the Burlington will be victorious. When the strike was authorized by Chief Arthur the men were assured that it would only take a few days to down the Burlington. Since Mr. Arthur was elected to his present position—about ten years ago—there has been no strike of brotherhood engineers. The men always succeeded in getting what they wanted without a strike owing to the desire of the railroads to avoid trouble. They struck a snag when they tackled the Burlington a short time ago, and Mr. Arthur, who had lost caste with the radical element in the brotherhood and was nearly defeated at the last election, at once advised the men to strike in order to strengthen his position. He felt confident that he would be backed up by public opinion and the press. But he has been disappointed. The Burlington has succeeded beyond its most sanguine expectations in filling the places of the strikers with competent men, and is getting its affairs into good condition. The press and public opinion have condemned the flimsy pretext under which the strike was inaugurated. This has caused a bitter feeling among the brotherhood men, and they are not satisfied with Mr. Arthur's management of the contest. He is denounced by both the conservative and radical elements for the serious mistakes that have thus far been made in the prosecution of the strike, and it is predicted that no matter what the final outcome of the conflict will be he will lose his official head. The meeting of the Grievance Committees of the various Western divisions of the Brotherhood is said to have been a most stormy one and the management of the strike was taken out of Arthur's hands and intrusted to a committee consisting of the Chairmen of the various Grievance Committees. To this fact was due the failure to inaugurate a strike on the Northwestern. Mr. Arthur and his immediate advisers had determined that the men should quit and that the Milwaukee and St. Paul and Rock Island men should be called out next, it being their belief that this would materially change the situation in favor of the strikers. But they failed in convincing the Northwestern men of the judiciousness of such action and would not sanction a strike on the Northwestern. After the meeting had decided to take the management of the strike out of the hands of Chief Arthur the new managing committee was instructed to communicate with the managers of

the various Western roads and request them to use their influence with the Burlington managers to induce them to settle the fight with their men on a fair basis, in order to prevent a general strike. That this statement is true is shown by the fact that the managers of several of the Western roads have already received such communication from the Chairmen of the Grievance Committee of their respective roads. It is rumored that the brotherhood is willing to end the strike on the old arrangement, provided, however, that all the old employees are taken back into the service of the company. This the Burlington refuses to do on the ground that it pledged permanent employment to the new men, and also if the brotherhood at a future time should again see fit to take up the conflict it would not be able to induce outside men to enter its employ. The brotherhood, it should be said, deny any such willingness on its part. Of course the railroad managers of the Western roads do not expect that they will be able to influence the Burlington in this matter, and therefore fear that they will yet become involved in the strike, because the brotherhood will stand by the Burlington men and not give up as long as there is a chance of gaining its ends. It is stated that if the Burlington does not give in by the end of this week the men on all other Western lines will go out, and the Eastern connections of the Burlington will probably get into trouble before that time. The engineers on the Burlington's connections, it is understood, have been instructed not to run any freight train that contains cars of the Burlington and to refuse to receive cars coming from or deliver cars going to the Burlington. Thus far since the commencement of the strike the Burlington has not interchanged freight with any of its connections, but yesterday the company gave notice that it is now prepared to receive all freight (except live stock) for all points on its lines east of the Missouri river. It is not probable that any of its connections will refuse to take Burlington freight, and consequently the issue with their men is sure to come up within a day or two. The refusal of the men to obey orders and handle Burlington cars will compel the roads to discharge them. This is what the men seem to desire, so that it cannot be claimed they struck without provocation, but were put out by the railroads. General Manager Harrison of the Burlington & Northern, in speaking of the order rescinding a strike on his road said if the brotherhood engineers are willing to take his business over the "Q" through to Chicago they are welcome to their jobs. If they declined to do so he will be compelled to hire men that will afford his company an opportunity to do its through traffic. He does not propose to confine himself solely to the local traffic on the line of his road, and is compelled to do through traffic to make expenses.—*Chicago Tribune, March 7, 1888.*

ISSUED BY THE PASSENGER DEPARTMENT

CHICAGO, BURLINGTON & QUINCY RAILROAD



STRIKING COMMENTS

SPECIAL EDITION

Issued by the Passenger Department, Chicago, Burlington & Quincy Railroad Company

CHICAGO, APRIL 6, 1888

Burlington vs. Rock Island

ARGUMENT OF MR. WIRT DEXTER

FOR THE CHICAGO, BURLINGTON
AND QUINCY RAILROAD
COMPANY

BEFORE JUDGE GRESHAM IN UNITED STATES
CIRCUIT COURT, CHICAGO,
APRIL 4, 1888

In the Case of the Chicago, Burlington & Quincy
Railroad vs. the Chicago, Rock Island & Pacific
Railway to Compel the Latter to Inter-
change Freight Traffic.

MR. DEXTER.—If the court please. The question involved in our case is a very simple one. I hope I shall, in the main, be able to confine myself to it, although in that respect there has been a very bad example set and a very great license taken. A discussion of a question of law in the method and temper and manner that we have listened to here this morning, ought not to help any cause; nor it ought not to be many times repeated in a court of justice. If counsel in the case have become so controlled by their animosities, and their feeling, and their temper that they are willing to forsake the question and carry a war of personal accusation and detraction into a controversy of this kind, however entertaining it may be to the bystanders, however much it may make the injudicious laugh, it is always and ever at the expense of that decorum and dignity that should attach to proceedings in a court of justice. It is easy for a man to fall cursing, like "a drab or scullion," as Shakespeare says, to unload his mind with epithets.

There is no question here as to whether the Burlington Road is a bully or not. That is language that belongs, if anywhere, to another place than this. And has it come to this, when, upon a subject of great public importance, which attracts public observation, white-gentlemen may be the merits in the estimation of the gentlemen who are representatives of large corporate interests, whatever may be our diversity of view, that we are to meet and fall upon each other, and use language more becoming to a dive in a remote and discreditable part of the city, than to manifest a desire to discuss the question before us. I say whenever we do it, and as many times as we do it, we draw, in the estimation of the public, upon that respect for the profession with which we can ill afford to part.

Now, what is the question here? We may all take notice of the fact that your honor has not been in the city, and, while I have a per-

fect right to assume that the court takes judicial notice of what has occurred, I am not at entire liberty to suppose that your honor, engaged in juridical occupations in a neighboring city, has kept a close watch of what has been occurring in Chicago for the last three or four weeks. But, in brief, this has been the situation: That on the 27th day of February last there occurred a strike upon the Chicago, Burlington & Quincy road. It was very sudden; the men all went out at four o'clock on Monday morning. There was not a wheel turned. It was said to be a peaceful thing. It was very akin to violence. If you had marched an army over the country served by that 6,000 miles of railway, you could not have more violently interfered with the comfort of the citizen, with his locomotion, the movement of his produce, and the transportation of the mail through the country. But there we were in that situation. It was unexpected. It seemed to us to be our duty, and we were called upon, both by the law of our creation and the wants of our patrons, to rehabilitate our service with all possible speed. This we did, at great expense and trouble and cost. We sent men into different parts of the country. We opened offices. We secured the best men we could, put them through such examinations as we were able, and tried to set the wheels on our road moving. It would seem that we could not have done anything else. We are now met with the astonishing proposition, which is urged upon the attention of this court, in a violent and vehement manner, and with apparently some conviction of its truth, that this great, and, if intended, wicked, suspension of traffic, this destruction of our revenues, this disturbance of the confidence of the country, and derangement of its affairs, was in obedience to a deep-laid scheme—that we designed it. If we did we are very bad men, because it reached nearly every hamlet on our line; it touched every man's produce, every man's business, every man's convenience and comfort—I say if we did it, we are worthy of universal execration. If we did not do it, what shall be said of the men who make such charges against us? These are no trifling matters. These things touch the welfare of the country—the condition of its commerce. And, occupying a quasi-public character, there was a high and solemn duty imposed upon us at all times serve the public in that public character honorably and to the best of our ability. It is charged that we have betrayed that trust—that we have surrendered it. Does anybody believe it? That to the destruction of our revenues, to the disturbance of our business, and to the loss of our property anywhere that would have supposed it—a mind capable of receiving such a fancy and then putting it out as a substantial truth? Not with a mob, not in hasty speech, but in a court of justice, and in an answer under the solemnity an oath presents? Is it not an extraordinary spectacle?

Well, what occurred next? We were successful to a very great degree in starting our road. We got assistance from many of our departments at first, and, in a few days, we were moving our road and with capable men. It would not do for us to stand idle. People

said, "We can not wait for you to settle any questions with your engineers. You must set your road moving." And it was our duty—we did it. When it was found that we had done it, then a boycott was declared—declared by the defendant—participated in by the defendant for over thirty days. It is made a criminal offense under the law of Illinois, indictable. It is made a misdemeanor under the law of the United States. And, against a corporation in trouble, with disordered finances and diminished revenues, struggling to do its duty to the public, shall people come in who planted themselves as a basis upon a violation of law, and reproach us and defend that violation of law?

Well now, what was a boycott? The people of this country awake to the assertion of a principle not known to the law, but superior to the law, superior to the state—the power of a secret society, that could take the business of this country by the throat, that could put an embargo upon its produce, that could interrupt its communication and that could derange its commerce. Was it advisable to make any concessions to that demand? We are charged here in the answer, out of the plenitude of animosity and the paucity of their knowledge with not being willing to administer and properly, practically adjust our difficulties. What do the gentlemen know about that subject? Have you been present at our midnight interviews and our long and painful and, I may say, properly conducted in spirit, councils with these gentlemen upon the other side? And, not being there, do you dare to come in here and reproach either the honesty of our dealings or the temper in which we have conducted it? Do you know this fact, not incorporated into your answer, that at no time was a proposition made to us which did not involve the dishonorable discharge of the men who had come to our rescue? That at no time could we have restored these brotherhood men, whose advocate the gentleman is, without being guilty of the grossest breach of faith to the men who, in our hour of trouble, had taken their places? Is that a practical adjustment which is a dishonorable a justment? I hope never. I hope the highest practicable thing, will be brought by your honor and the public to be the most honorable thing to do.

There was another marked thing about this boycott. It was declared by the Rock Island road against Burlington freight, not the Burlington Company, because we are a mere highway and a public servant, but against the produce of the people who live along our road. It was declared by men, your honor will observe, that received no revenue from the Burlington road, who rendered no service to the Burlington road. Their wages were received from the Rock Island road. Their hours of labor were fixed by Rock Island road. Yet they, having no connection with the Burlington road, declared a boycott against the Burlington road, and the Rock Island road obeyed it. The law said, you shall receive these cars; the engineers said, you shall not receive them; the law said, you shall transfer this freight; the engineers said, you shall not do it. And the Rock Island road put the law under their feet, and then sat at the feet of their engineers, and, latterly, of their switchmen. We stand

on law; they, the advocates for the violation of law.

There was another remarkable thing about this principle of the boycott. Of course there cannot be a free people without a free commerce. It does not make any difference whether the demand comes from the robbers on the Rhine, who taxed all passers-by, or combined capital, or a secret association of labor; they are alike offensive to liberty. Next to life itself is the right of free handling and trading in those things that make life desirable. And you can have no definition of a free people without a free commerce. Will mankind the country pause and say: We will allow no question to intrude itself until this wicked and unlawful demand is disposed of; we have not time to settle anything else until this is first disposed of. Not a concession to wages, but a question of principle, about which there can be no concession. But there was this thing—that I was about to speak of—connected with it: that no man could mark its limits. Its limits were not to be found in any law of the state, for the law of the state forbade it. It was not to be found in any principle of supply and demand. No knowledge of the forces and necessities of society would enable you to ascertain where it was to be leveled, for it was based upon none of these things. It had its origin in the wishes, in the enthusiasm, excitement or malice of a secret society; and you could not tell what persons or property would be admitted to-day and excluded to-morrow. The fiat of exclusion was liable at any time to be aimed against any offending interest. Can sixty million of people hesitate a moment, or stop a moment, when an issue of this kind is raised? And, in a court of justice, there appears to-day an advocate for those principles, or for their partial application, representing an interest, I think, that is more interested than almost any other in giving them their quietus.

Now, what is said in defense of this attitude? This answer nowhere admits that it is the duty of the defendant road to comply with the mandate of the law. It denies the jurisdiction of this court, and says it is a question for us to determine—it is a question of expediency. For the purpose of seeing how that determination could be reached, or has been reached, and for the purpose of showing in this case, what will be found to be true in all cases, that all the reasons for evading the law, or disregarding the law, are always weak and ineffectual; that the expediency of the law is the highest expediency in the world; that the law knows more than any one man, or any one corporation; that it is the expression of the expediency of a community, and to violate it temporarily, on grounds of an alleged expediency, is to weaken its authority and to destroy it. To show that it is strikingly true in this case, as it will always be found true, let me call your honor's attention to some reasons given why it was deemed by the Rock Island road to be inexpedient to obey the law in this case. Things more vanish, more weak, more of the nature of mere imaginings and thick-coming fancies, I shall show your honor or never were obtained into a serious litigation.

Adjourned to 2 P. M.

Court re-assembled at 2 o'clock P. M., when Mr. Wirt Dexter resumed his argument, as follows:

If the court please, at the conclusion of what I said this morning, I was speaking of the absurdity of attempting a compromise with an impossible principle. The principle asserted in this boycott arrangement, I commented upon as being an absolutely intolerable and impossible one; it might be annoying temporarily for some classes of interest, but it was not of importance in comparison with the principle, and I was thinking, since the court adjourned, of what

Burke says in that respect, that there is always a class of people in this world with whom a bribe at their nose is larger than an oak a hundred yards off. And it is always so with people who mistake a principle for a fact. Facts are irritating things and need concession. Principles are composing ones; and this principle of an equal commerce, without partiality or discrimination has come to be, as an American institution, a fundamental one. We can all safely rely upon the law.

The gentlemen on the other side have given us considerable advice thus far in their argument about our own affairs; I mean by our own those appertaining to the Burlington road. A dispute between the Burlington road and its employees must always be a sort of family matter, and among themselves, until it in some way extensively interferes with the public convenience. A quarrel, if there is such a quarrel

I never understood there was until I discovered the heat manifested this morning—or if not quarrel, all ill feeling between two railroads is a matter the public care nothing about, and they do care a great deal about those fundamental principles of the law and of society which ensure peace and order and the regular transaction of their business; those are important to them; and in return, based some what upon notorious facts, for the advice given, I will give the gentlemen a little. If, remembering the necessity of observing the law, when this wicked and monstrous principle of a boycott was first announced, if the railroads of this city, who have a common interest, had said alike to all their employees, "this thing you propose is against the law of the State; it is a contemptuous act, against the law of the United States; it is not to be tolerated for a moment; every power of society, both general and local, will be arrayed against us; it is intolerable and despotic," it would not have lasted 24 hours. So commanding is the law and so sound is the principle, so concurrent with it have been the judgments of all people, that if it, that it would not have lasted 24 hours.

Do the gentlemen know that when other railroads said to their employees, "Why, this is the law; here is the Inter-State Commerce act, and the law of Illinois, and it is the law," that they have replied, "Why the Rock Island don't think so; it is an important corporation; they have got legal advisers, and the Rock Island don't think so"—do they know that the letters filed here in this case of their general managers have been read with applause and cheers at all the lodges of these insurgents that have been gathered to violate the law the last two or three weeks; and that, unwittingly, perhaps unintentionally, but through yielding to their fears, which they allege here, they have been the bulwark and defense of the law-breaking element? Now that is a fearful responsibility, any little petty quarrel between two roads is not to be entered on here at a time like this; but a loyalty to those principles that are expressed in the law, and which are the protection of all of us, and which it is the duty of all of us to observe, these are important, and any man or corporation that refuses to obey them will be held to a strict accountability. They say, "we thought it inexpedient to obey this law." A very great many people have got into trouble because they thought it inexpedient to obey the law; some have gone into very serious trouble. When you find men, trusted with large corporate interests, who not only submit to but defend this unlawful discrimination, in solemn argument, and defend a power, which passes over their property, and the menace of an irresponsible secret society, do they not invite its destruction and themselves annihilate its foundation?

Now when it is so important to have an atmosphere clear of all these erroneous theories,

and to have the citizens—and corporations are citizens—understand that they have but one duty, and that is to obey the law where its mandates are clear, leaving the consequences to the constituted authorities, and to society, what are we met with here? Aspersions upon collateral matters, utterly unimportant matters, the investigation of an alleged trust. You might as well investigate conflicting opinions as to what the weather will be on the next day of July, as relating to this question. Can anybody's attention be diverted? Can anybody escape under a pretense of that kind? And this is a most dangerous question, because in times like these, that we have gone through with, when there are large numbers of idle men in the community, a little thing—a little thing brings about great and serious consequences. Idleness, says Judge Cowan, is in itself a violation of a moral obligation, because it leads to violence and disorder; and it was more than usually important that those charged with the management and conduct of these properties should take a firm stand. They had a common duty, and they were to be preserved by yielding to these demands, and never would be, but they let it trespass a little day by day until the thing grew larger and larger. And now the gentlemen come into court and deny the jurisdiction of this court to make such an order as will clear the atmosphere of all these illegal and fugitive theories upon a question of this kind.

My brother, Lincoln, asked me to state, which I will now do, the ground of jurisdiction that we maintain in this case. I call your honor's attention to the amended act of March 3, 1887. "The circuit court of the United States shall have original cognizance, concurrent with the courts of the several States, of all suits of a civil nature, at common law or in equity, where the matter in dispute exceeds, exclusive of interest and costs, the sum or value of \$2,000, and the constitution or laws of the United States."

Now I read the law of the United States—the Inter-State Commerce Act. I read from section 3, the second clause: "Every common carrier, subject to the provisions of this act, shall, according to their respective powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding and delivering of passengers and property to and from their several lines, and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines."

Now let us see what a case is arising under the laws of the United States. I call attention to 102 United States Reports, the case of Railroad Company vs. Mississippi; I read from page 141, opinion by Mr. Justice Harlan: "That cases arising under the laws of the United States are such as grow out of the legislation of Congress, whether they constitute the right or privilege or claim or protection or defense of the party, in whole or in part, by whom they are asserted."

"That it is not sufficient to exclude the judicial power of the United States from a particular case, that it involves questions which do not at all depend on the Constitution or laws of the United States; but when a question to which the judicial power of the Union is extended by the Constitution forms an ingredient of the original case, it is within the power of Congress to give the Circuit Court jurisdiction of that case, although other questions of fact or of law may be involved in it."

The present attitude of the case is very plain. Here is a law of Congress; here was a duty, and the defendant admitting the facts of the case, declined to obey that law and observe that duty.

THE COURT.—Do I understand that they de-

cline now to obey it, or is this controversy an existing one, or is it what has occurred in the past?

MR. DEXTER—It was two or three hours ago; I think it would trouble anybody to find out where it is now. We propose for this court put it in shape—

THE COURT—What I want to know is this: Have they yielded to what you demand?

MR. DEXTER—I don't know.

THE COURT—Namely, do they concede that it is their duty under the Inter-State Commerce law to interchange traffic with you?

MR. DEXTER—No, sir; they do not.

THE COURT—And are they ready and able to do it, and are they willing?

MR. DEXTER—I know it is sufficient for the purposes of this case, and I am arguing that they deny it is their duty here.

MR. WITHROW—Oh, no.

MR. DEXTER—I will make that pretty plain before we get through; that is part of my case; you will have a right to reply to it.

THE COURT—I understood Mr. Withrow to state that under the Inter-State Commerce law a common carrier is obliged to deliver and receive from any other carrier—

MR. DEXTER—I will show your honor; I cannot take their oral disclaimers against their pleadings. We want to put this case in shape where it does not depend upon their volition in the matter, their judgment; and I think I will show your honor before I sit down, certainly with the aid of my associate, that the attitude of the case is just what I state in that regard. Now we have heard much this morning, and we have heard their pleadings and their excuses. Their excuse is that while their road is bound as a common carrier in the ordinary course of business to give and receive freight, that it is permitted to be the judge of when it is safe or expedient for it to do it. That is the precise attitude of this case. They have not changed that in any way; that is the situation of the pleadings and that is their condition before this Court. Haven't counsel been arguing this morning for an hour to your honor that they should not be called upon to do what they claim to be an impossible thing, they being the judges of whether it is possible or impossible? My purpose is to show your honors that the execution of the law depends upon no man's option and judgment; that it is imperative and absolute, and human discretion and fear shall not be allowed to intervene.

Now, what are the reasons that have been set up, and what are the reasons—unless I am incorrect in my statement—of their attitude? Threats that if they did obey the law somebody else would do an unlawful thing, and therefore they had better both of them violate the law together; that is, that if they did obey the Inter-State Commerce law and deliver cars to us, their engines would be seized, or an unlawful conspiracy and disable their road. That is the position in the pleadings and in their argument. Now let us see whether I am right or not.

I read from the answer, "That the officers of the defendant, as well as the officers of the principal lines operating out of Chicago, having reason to believe that any attempt to exchange traffic with the complainant in the then existing condition of feeling would result in their being unable to operate their railway or to secure the service of any engineers or firemen by whom their engines could be moved, and believing that the officers made by the complainants were made for the purpose of bringing about such result, resolved to decline to exchange traffic with it until it should become practicable to do so." I fairly stated their position. There is no question about it. That is what they are here maintaining, and they are denying the jurisdiction of this Court to carry them farther, or to say

they shall do it. We say it is, "thus saith the Lord" to you, and there is no option in the premises. Your judgment cannot intervene as a substitute for the commands of the law, and that is what we are struggling here for.

"And that defendant further answering, says that it admits that it is its duty as a common carrier to receive and transport, when able, for all, without discrimination, and alleges that it is now and ever has been willing to perform such duty, but it denies that it is under any obligation, legal or moral, to attempt that which it knows is impossible."

THE COURT—What I mean was this, Mr. Dexter. Suppose one of these connecting lines, the lines which connect with you, is doing all that the law requires of it; receiving freight from you and delivering freight to you, and it does not say that it will refuse to do anything of the kind; it says we will go on and transact business with you, I say, Mr. Dexter, you take one view of our duty under this law, and we take a different view; while we are maintaining business relations of this kind with you now, and shall continue to do so, yet we are threatened with a strike, if our engineers should inform us in the future that if we undertook to carry freight for the C. B. & Q., we will strike, then we would be justified in refusing your freight; now suppose that is the condition.

MR. DEXTER—That is not this case, for they are not receiving and delivering, or have not been. My position is that it is not optional with any railroad company to determine, because they are threatened by their engineers and firemen, whether they will perform their duty to the public; that if your honor goes down here to a station with your bag in hand, and the engineer looks out of the cab and says to the conductor, "That is one of the men we don't want to have you take on board; if you do, we will strike." I say that is not a good excuse for putting your honor off the train, stopping anywhere and putting your honor off the train, or forbidding your getting on. That threats, as the human mind is constituted, and varying so much with different people, are not to be taken as a substitute for the law. I take that position, and I have some authority on it, because if this can be, then it depends upon the man, and with some men fear is a very potent and terrible thing; with others it has very little influence; some men are so constituted that at a little trouble like this they are making in their boots, and they think they must yield to everything that is demanded of them; and the law is not made in a time of excitement; the law is not got up for that occasion, but on principles that have been found to be of general application, and it comes in for the very purpose of steadying just this way, and men, and saying, "just do your duty under the law; that is all you are required to do; you discharge your duty, and then if you are prevented from discharging it, come to the court and the court will protect you." It may be a good answer to an order of the court that you are physically prevented, but not that you have determined in your own mind that it is unsafe for you to obey a mandate of the law. They never proceeded to that extent, and a perfect answer to their position is, that while they were thus refusing, other roads were exchanging with us. It is an absolute answer, showing the absurdity of the excuse in fact, but being a fear. Many other roads throughout the city, and it appears here it is notorious, were exchanging traffic with us for thirty days, and these gentlemen violated the law, violated the law which created them; refused to discharge their duty to the public and alleged as a reason that somebody had threatened them if they did not thus violate the law that they would in

some manner obstruct or illegally interfere with their control. Can that excuse receive any hospitality at the hands of any court?

Let us see what Judge Love says about that in a case recently tried before him: "Shall a railroad company refuse obedience to the express provisions of a statute law because some of its employees threaten to quit its service, and thus stop the running of its trains? Shall the court presume that they will carry out such threats, and thus refuse to maintain the law on that presumption? No temporary inconveniences to the defendant company, or the public whom it serves, are, in my judgment, for one moment, to be compared to the fatal consequences which must ensue from a precedent by which it would be established, that a railroad company may, in violation of the law of the land, refuse to receive and haul the cars of a connecting line at the command of any irresponsible person, or from its own belief and apprehension that its employees will leave its service, and stop the operation of its lines. Such an excuse as this is wholly indefensible and must be set aside."

I read a little more. This is rather pertinent to this question we are discussing, although not so directly applicable to the point put by your honor.

"If in this case the refusal of the defendant corporation to move the cars of the complainant be sustained, it will follow that whenever in the future the locomotive engineers and firemen shall enter upon a struggle with any road, that all other corporations having connected lines will, in violation of the law, be warned not to interchange with the offending road, and compelled to obey the behests of their employees. Thus may the transportation of vast regions of country be stopped, and the connecting lines be controlled and paralyzed at the arbitrary will and pleasure of the Brotherhood of Locomotive Engineers. Indeed it seems to-day to be by the grace of the leaders of this association that the various corporations holding the vast network of railways west of Chicago are permitted to operate their connecting lines. The people of this vast region may at any moment be deprived, by the arbitrary vote of the association in question, of all railroad facilities. Is this a power fit to be assumed and wielded by any set of irresponsible men under the sun?"

You see how such a principle, vicious in itself, invites extension. The members one of the railways says, "Well, I will take the Burlington business," then the Rock Island engineers boycott that road. For instance, the Pittsburgh & Fort Wayne took Burlington business. Then, of course, the Northwestern boycotted the Pittsburgh & Fort Wayne; and when a special passenger car was sent over, why they stoned it and disabled it; and thus your vicious principle having found lodgment in the fear or apprehension of a manager who can disregard the law, it spreads throughout the community, and will eventually destroy our business. Meet it at once, confront it with the law, grapple it, and it dies a speedy death.

Let me call your honor's attention to another reason set up in this case why there should not be a clear decisive mandate of this court, an order that shall stress the duty of all citizens under the law and set at rest, so far as this jurisdiction goes, and in this crowded and turbulent city, this question of all future time. It has been brought here as a proper reason, worthy the consideration of this court, that the complainant corporation has been for a long time engaged in promoting an illegal trust, and that this strike, and all the evils incident to it, have resulted from its machinations in forwarding that scheme, and that because of this it is guilty of such improper or unlawful combination, or attempting one, it should be

denied the relief which it claims in this court. Now what is the reason? Suppose it is true that we are as bad in that respect as is asserted in the answer, and as is depicted in the heated language of the counsel, what has that to do with our right, or the right of our customers, our patrons, the people who live along our six thousand miles of railway—those are the people who are interested—to interchange traffic with connecting lines. That is the question before this court.

Now look at the allegation. Let me call your honor's attention to their allegation in their answer in that respect. "That late in the month of February and early in the month of March it—the Burlington—indicated to the managing officers of one or more of the railway systems above mentioned, its purpose to prosecute said rate war until the officers of all the railways involved in the disastrous results of its policy should consent to abdicate the power placed in their hands by the stockholders they represented, to what is generally denominated a trust." Now everybody knows what that means; that the properties should be put in at some agreed value and certificates representing the various portions should be issued, and then the parties holding the certificates should draw their proper share of the revenue. That is what everybody understands by a trust. Of course there is no evidence of it in this case, and the answer is only sworn to here upon information and belief, which constitutes a mere pleading. That is as far as that goes. It would strike the minds of some with astonishment that a road like the Burlington, hitherto a very prosperous road, should want to get up a trust of twenty-five or thirty other roads, some of which are not as good property as the Burlington. That is as far as that goes. I do not think the officers of that road ought to go into a scheme of that kind without consulting their general solicitor. It is so foolish and illegal that it would take half a day to enumerate the objections to it. You can't make a trust of public property, which has a public character, and to it, with all the obligations of the different companies to the State legislatures, and to the public at large. An utterly preposterous, impossible thing. It has no existence in fact. It was expressly denied by Mr. Stone. It has no existence anywhere except in the distempered and heated imagination of my friend across the table, or somebody connected with him. I hardly dare trust myself to characterize it. It is the most absurd, preposterous and feeble thing ever injected into a lawsuit of any dignity and importance as a reason why the Burlington should be allowed to enjoy the special privileges for its customers, that the law of the land entitles it to. Now the pertinency of that is this, in my judgment: counsel claim here with a great deal of order, and they will further, I suppose, that they connected with the road, and knowing the temper of their men, must necessarily be pretty good judges of what the men will do. As I have said, their course is opposed—showing that there must be other motives, or that their judgment must have been influenced by a disturbed state of feeling, or by other considerations, there is a fact going right along, hand in hand, that other roads were exchanging traffic with us; but what I want to get your honor's attention to is, can a judgment which would reach a conclusion of that kind be safely interposed as a substitute for the law? It is not a question of degree. If their discretion can be exercised, it may be exercised without restraint, and if it be true that it is within the discretion of every managing officer of these roads to determine whether or not the public shall enjoy its facilities, then they must determine that question on the ground and accord-

ing to such light as they have. And I simply call your honor's attention to the fact, with all proper respect that it deserves, as pertinent to the argument, that the gentlemen alleged to have determined that question against the law in this case, are presented by this record as entertaining as convictions things utterly preposterous and absurd to the last degree, and which no man within my voice, or who walks the streets, of commercial intelligence, can believe a moment that things exist as they are, and for which there is not a particle of evidence, and absolutely and unspcakably without foundation. Are you going to intervene that sort of wisdom, that sort of intelligence, as a substitute for the law when we come to this court and say these are on the ground, with these people around them with their clamor, constituted as they are shown to be, and come to a conclusion which shall bind you and interrupt the commerce of the country? Is that a safe guide?

Let me call your honor's attention to another extraordinary excuse or reason, not for a day or two during the existence of the war, but a long period here of a month—and of course there could be no limit to it under those circumstances; it might not only be extended to other roads, but extended all summer to the Burlington road—to this allegation: "Further, that instead of seeking or permitting a practical adjustment it (the Burlington railway) determined to use the disaffection of its own employees to coerce its competitors into a justice in its scheme for the creation of a great western railway trust."

Now, I repeat, that the danger of allowing men to come to conclusions about whether they will observe the law or not, is strikingly illustrated in a case of public excitement and reaction to a great public interest, from the fact that they have laid hold of a thing having no existence, an impossible thing, without law, or without being in anybody's mind, as a reason why these duties and privileges should be denied. This allegation, if your honor please, is that we did not permit an adjustment of the public interest, that is, that we designedly interrupted the commerce of the country and destroyed our own business for the business of promoting the formation and bringing about the formation of this trust. That is the distinct nature and extent of this allegation. Now mark the absurdity of it. It would seem as though the man who wrote it, if he had not been writing it under a most extraordinary condition of heat, if he could have stopped to reflect a moment, would have seen, in order to make it effective, he must count upon the boycott or we have no pressure. It would be a wonder if it were to bring us into a position of things unless we knew the engineers and firemen would boycott our traffic, and thus we could suspend the traffic of all other railways and all the business. We would lose the very pressure attributed to us. The extreme folly and absurdity of the allegation becomes at once apparent. That the Burlington went into this thing, prepared a difficulty in advance with a great number of engineers, which is utterly false, having but one and the same condition, employed, and then, after we got our machinery all ready, our gun all loaded, we touched it off because we knew that the engineers and firemen on those different roads would boycott our business, violate the law, subject themselves to an indefinite offense, these men whom the gentleman defends here, and of whom he speaks so highly, or else our plan would come to an end. Was ever such stuff put into an important controversy as that? This must have been part of our plan, or we had no plan. There would be otherwise no consistency, no intelligence in our effort to bring about this disastrous state of things.

Now, as to receiving defendant's cars. Let me call your honor's attention to this allegation in the defendant's answer: "And especially does this defendant deny that it is its policy to make such an attempt with the results which would follow when it is demanded by a competitor for the purpose of paralyzing its railway." Now, how much of that feeling has got into this case your honor never can know. It seems we are a competitor; the law makes no difference between a competitor and a rival, how much engineers, and how much firemen? And how much of it is this fear of competition and irritation that has existed, or seems to have existed, all unknown to me, between these two corporations who prominently appear here, your honor never can know. And another illustration of the danger of departing from fixed principles and the positive mandate of the law: "Demanded by a competitor for the purpose of paralyzing its railway, demoralizing the business of several States, enforced it into a combination prohibited by the laws of the United States." Now it is not the result; it is not that we are having a strike which they say we did not want. I have always noticed people can manage other peoples' business extremely well, just as I have observed people sitting by in court always know how to try a law suit. They did not charge us with these unfortunate results, but they say we intended them. We went into this thing with the purpose of paralyzing the industry of all those States on our own road, and depreciating the value of our own stock, putting heavy losses on our stockholders, and as a reason for not obeying their duty they bring this stuff into court and ask your honor to take it as an apology in a time of public excitement for thirty days' paralyzing the industry of the country, occupying an attitude which has promoted and led to the cited state of feeling. For how can railway companies call upon engineers and firemen to obey the law when they are themselves living in daily violation of the law?

Mr. Withrow indulged in an illustration that your honor issues a writ, the officer goes out, he is unable to execute it; he calls upon the people, they are unable to help him, or are unable to afford sufficient help. He comes back and makes that return. It is not a parallel one. There has been no attempt. Competitive feeling, jealousies, the alleged fear—these things have been set up and are brought to this court, but no attempt made in that behalf. If this court should issue an order, as I have said, and they should come back and say we have asked the officers with all the weight and influence of federal authority to obey the law—they refuse to do it; they have got their engines and the switchmen have quit the road, then their excuse would be in order. That they have not done. They have simply made allegations upon which we charge about an impossible and non-existing trust about their fears and a great variety of excuses.

Your honor, the law, as I have said, is serene; it is above all these jealousies, above all these fears, and I hope that the decision of this court will show, what I am sure it will, that it is far safer in all times, and particularly in a time of trial and public excitement, for us unhesitatingly to obey it, and that is the only sure ground upon which any of us can stand.

At the conclusion of the arguments, the court said: "It seems that to-day the Rock Island road is receiving and delivering Burlington cars." Addressing the Rock Island counsel, the court said: "Do you propose to continue to do so right along?" They both replied that they would. The court then said: "That is sufficient. In case you observe I shall make the same order I have made heretofore."

The foregoing is a verbatim short-hand report.

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Mr. Perkins
President of C. B. & N. R.
Chicago Ill



Return to A. C. SHELDON,
C. B. & Q. R. R. Co., 85 ~~First St.~~ First St.
PORTLAND, Oregon,
If not delivered within 10 days.



FRED. ROGERS,
A. G. F. A. - C. B. & Q. R. R.
CHICAGO,
ILLINOIS.



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strikers. But I am sure that strikes will
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obligations, and before all corporate rights

From Paul Boston
CB + 2 RK

jacent and even remote states and territories—into the south to the Gulf, into the vast regions of the south-west, into Colorado and beyond.

"The accomplishment of the great enterprises cannot but result in immense benefit to the people of Kansas. It will lead to a more profitable interchange of productions between remote regions, stimulate manufacturing and a more varied system of industry and promote trade and commerce. This to a central region like Kansas, remote from the great eastern markets, is of prime importance, since it will furnish additional outlets for surplus productions and enlist new energies to supply fresh and more diversified demands."

Finally, gentlemen, I bespeak for the management a continuance of the confidence you have hitherto given them, so far and only so far as they may be entitled to it by a faithful discharge of the duties allotted to them. Speaking for myself, I shall act upon the principles I have expressed to-day, because, as I firmly believe, they are right and are therefore the true assurances of success.

✂ We copy from *Harper's Weekly* the following article on the "Q" strike, by W. D. Howells, the eminent writer, and invite its perusal. Mr. Howells set out to read the corporation "a little lecture," as all the lecturing to that time had been for the edification of the strikers. He has, as was to have been expected, succeeded admirably; he also advances prophecies of a future time coming which must have been unpleasant reading to the management of the Burlington.

WAS THERE NOTHING TO ARBITRATE?

With grief that I think must be shared by a good many other holders of Chicago, Burlington & Quincy stock, I saw that stock go down from 129 to 112 under the effect of the private war waged between the railroad and its engineers and switchmen. I am told by the press that the loss was through the fault of these employees of the road, and that its officers illustrated a beneficent principle in standing firm against them and refusing their demands. The principle was that the road had the right to manage its private affairs in its own way.

But here, I think, is an error. A railroad has, strictly speaking, no private affairs. It is a corporation which in return for certain franchises has assumed certain obligations, and before all corporate rights

it has these public duties. It ought to consider these always, and from the beginning; but it is said that when early in the war the opposite faction offered to submit its claims to arbitration, the officers of the C., B. & Q. replied that there was nothing to arbitrate. If this was true, it was a great pity, and I believe a great mistake. There is no question here of the road's treatment of its employees, but if these thought themselves underpaid, and the road thought them paid enough, it was the very moment for arbitration.

That truly Christian device for averting public war has now been successfully tried, and it seems to me it would have been well to use it in the danger of the private war which has embarrassed travel and commerce on the Chicago, Burlington & Quincy, and spread loss far and wide. It is in quality of a timid capitalist that I write; and I wish to say that I have no particular affection for the Brotherhood of Engineers; but it is unquestionably a power, lawfully organized for defence and offence, and it was the part of policy for the opposing force to recognize its strength. It was also a duty to do this in view of its obligations to the public, which neither of the belligerents in the case has considered. The road was bound to come to any tolerable accommodation with its employees, so that the public might not suffer. The quarrel, as far as it concerned the engineers, was between them and the road; but as concerned the road it did not end there: the community was an immediate sufferer from its impolicy—the community, which had a sovereign claim upon its service.

When the strike began, I suppose that nearly every humane person said to himself, "Well, between men who want to make a better living and a corporation that wants to make more money I can have no choice." I said something like this myself, not remembering my C., B. & Q. stock in my magnanimity. But of course when the strike came, as strikes must, to involve violence, the general sentiment changed, and many lectures have been read to the engineers on their misbehavior but to the road none. That is my reason for attempting to read it a little one now, to remind it that it is the creature of public favor, with duties to the public which it had no right to fail in through any mistaken sense of its corporate dignity or interest. I dare say that the engineers' strike against it will end, as all strikes have hitherto ended, in disaster to the strikers. But I am sure that strikes will not always end so. It is only a question of time, and a very little time, till the union of labor shall be so perfect that nothing can defeat it. We may say this will

be a very good time or a very bad time; all the same, it is coming. Then the question will come with it: Shall the railroads fulfill their public obligations by agreement with their employes, or shall the government take possession of them and operate them? It is folly to talk of the withdrawal of capital and the consequent ruin of the country. The country belongs to the people and they are not going to let it be ruined. Their possession of the railroads would involve much trouble and anxiety, but the Railroad Receiver, who is an agent of theirs, is not unknown, and his management of roads is good; so that the public may take heart of hope if the worst ever comes to the worst.

But let us understand that it is not engineers, or switchmen, or brakemen who can bring it to the worst; it is only directors and managers and presidents who refuse to arbitrate, and who forget their public duties so far as to talk of a railroad's affairs as private affairs.

W. D. HOWELLS.

WHAT SOME OF THE CONDUCTORS SAY.

In the recent convention of the O. R. C. there was a good deal of diversity of opinion as to the stand taken and the views expressed by their grand officers regarding the B. of L. E. and the C., B. & Q. strike. Messrs. Daniels and Wheaton in their uncalled-for remarks could not expect to get the endorsement of the more capable and thoughtful members of the order, and they did not. From the published proceedings of the convention we make some extracts showing that these grand officers did not voice the unanimous sentiments of their order.

Bro. Watkins thought it was unfair to condemn the engineers without giving them a chance to defend themselves. He thought that herein lay a mistake committed by the conductors. He did not think there was anybody present who would undertake to controvert what had been asserted, but the question and the only one was, had it been expedient to assert what had been stated. When Chief Conductor Wheaton had prepared this report he should, after he felt confident of the truth of his assertions, have asked himself if it were expedient to utter them. He (the speaker) said now what he had said all along, that their utterance was totally inexpedient. The Grand Chief Conductor had himself admitted that from the platform when he said he was in a pe-

culiar atmosphere when he wrote that report. He should have remembered that he has the power to commit 11,000 members of the order. While he lives in one atmosphere he speaks for 11,000 men who are dispersed throughout the country and breathe all kinds of atmosphere. The Chief Conductor had said they must endorse the report or the engineers. All he (the speaker) would say was that the publication of the report was inexpedient. If the chief was wrong in publishing these things all the wrong that would follow he would be responsible for. (Loud applause.)

Bro. Garretson thought the question should be, were they to have a policy that would affect all cases or were they not. For the simple reason that the engineers were advocating something, should the conductors lay down a rule to cover their relations with them everywhere? He was not a believer in blind obedience to a company nor to any policy. If he understood the discussion well the sympathy that was being expressed was not with the engineers but with themselves. They were looking ahead to see what effect it would have upon the conductors.

Bro. Carpenter had run nearly ten years with engineers in New York, Pennsylvania and New Jersey, and there never had been any ill feeling between the organizations. He did not believe they should destroy this harmony in the East because there was a fight out West. If they had difficulties out there it was no reason for dragging the order as a body into them, and creating hard feeling throughout the country.

The following remarks of delegate Ransom were published in the proceedings by request, as expressive of the views of various members:

"While every member may be in sympathy with our grand officers and seek to hold up their hands, there is another thing which we must take cognizance of. For years we have been organizing these bodies all over the country for the benefit of the laboring man. These organizations have advanced the interests of the laboring man, and where there is union there is strength. I think if it was not for this organization there would not be a railway commissioner at present. The Grand Chief Conductor has said that where his report was written all was turmoil and unquiet, and it was written in an atmosphere different from what he found it in Canada; admitting that if he had been in peaceful Canada that objectionable portion of the report would never have been written. It was very true. I do not believe that the engineer is anything but a man. There are good and bad engineers; the

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class under the law? The simple statement of the proposition reveals its inequity and its illegality. Justice which underlies our laws. In conclusion upon this point the judge said:

"If such conspiracies are to be tolerated as innocent, then every farmer in Nebraska, now resting in the confidence that he may employ such assistance in carrying on his farm as he thinks best, and to which he is entitled, is exposed to the operation of some secret code of law, in the framing of which he had no voice, and upon the terms of which he has no vote. And every manufacturer is brought under a system that portends certain destruction to his industry. If our agricultural and manufacturing classes are sleeping upon the fires of a volcano, liable to an eruption at any moment, it is high time our people knew of it. But happily such is not the case in this English-speaking people, and never has been the law."

He then turned to a consideration of the legal phase of the subject. From the reports of both English-speaking America, he found that the combination of two or more persons to effect an illegal purpose, either by legal or illegal means, whether such means be illegal at common or by statute law, is a common law conspiracy. If such a combination seeks to restrain trade or tends to the destruction of material prosperity of the country, it works to the injury of the whole public. Such, the judge affirmed, was the practical result of the strike of the brotherhood of engineers.

He then quoted at some length from 20 Vermont 278. This authority lays down the principle that "while such conspiracies may give the individual directly affected by them a private right for action, they do not give him the same time law a cause for an indictment or ground that the state itself is directly concerned in the protection of all legitimate industries, and the maintenance of its resources, and owes a duty to the protection of its citizens in the exercise of their callings." The same authority states that the law does not give the right of business to the control of an association that can order away its employees, and frighten away others that it may seek to employ, and thus be able to deprive the free protection of its work in a condition of things utterly at war with every principle of justice and with the law as government are entitled to enjoy. The practical tendency of such intimidation is to deprive the citizen of his rights in all industries, a control that is unknown to the law, and that is exercised by secret associations of conspirators, but is guided solely by personal interests and passions."

Judge Mason also quoted quite at length from the case of the State vs. Glidden, eighth Atlantic Reporter, 830. The court sums up the subject as follows:

"Workmen may combine lawfully for their own protection and common benefit, for the advancement of their own interests and for the defence of their rights in their trade, or to prevent over-renting, or for the enforcement of those benefits to which they are entitled, or for the purpose of raising their wages or securing a benefit which they can obtain by law. But the moment, however, that they proceed to do more than to protect themselves, obstruction or molestation to secure their ends, or where their object is to impoverish other persons or expropriate from their employers, and where they seek to encourage strikes or the breaches of contracts among others, or to restrain others, or for the purpose of compelling employers to conform to their views, or to attempt to enforce rules upon those not members of their association, they render themselves liable to indictment."

Judge Mason then goes to the bottom of the legal origin and bearing of the conspiracy, tracing its origin in the statutes of old England. He reached the question from every possible standpoint, and quoted a large number of authorities. These all go to show that the crime of conspiracy has been known and recognized by the common law from time immemorial. The question has never been before the supreme court of this country.

In conclusion he stated that it seemed to him that the strike of the brotherhood of engineers on the 27th of February, and their attempt to dissuade who would employ should employ was clearly illegal. He then took up some of the testimony taken by the board. One of the engineers at McCook showed that on the 27th of February the B. & M. railroad company and offered the engineer \$100 to quit work and when he declined to do so, threw him off the engine and then proceeded to work was working for and in behalf of the striking engineers, and that the brotherhood furnished the money with which to induce the new engineers to work for the railroad. At this he so, then the brotherhood of engineers rendered itself liable for conspiracy, and for the purpose of inducing them to do so, they would pay the money. He said that there was culpable neglect on the part of civil authorities at McCook in not protecting the life and property of the railroad, and preventing interference by the strikers with the men hired to take their place. This was, however, no more apparent at McCook than at the other places. Without any aid at both of which points the strikers carried matters to extremes and overstepped the bounds of propriety. As to the question as to whether the strikers had destroyed the property, he answered in the affirmative. The strike was along the whole line of the company in Nebraska, including some 2,000 miles of track. Without any aid and in a single day, all of the engineers and firemen of the brotherhood left the rails, and the railroad was stopped the wheels of commerce. The railroad was presented with the alternative either to accede to the demands of the strikers or to have the property of the company destroyed. They chose the latter course, and in the exigencies of the case employed men of little experience in the handling of locomotives and in the running of trains. These were replaced by competent men as rapidly as possible, and the judge gave it as his opinion that at the present time the operating force of the B. & M. is

as competent and capable as the force that struck on the 27th of February.

The report closed by saying: "A strike of a large number of workmen who occupy a quasi public position in respect to the employment of the public, and who are able while receiving their wages from a railroad corporation, is a public calamity. The public at large suffer most from the damage and injury to the people at large is not to be measured by the damage to the railroad corporation or to the striking workmen. Stopping the wheels of commerce suddenly without notice on a great line of railway means a damage to the public at large, and may mean a calamity to the country. The movement of the railway trains for their fuel in midwinter or their daily food, and the idea that such a power is in the hands of a combination of engineers and firemen on a railroad is not to be tolerated in a free government, where such, in a measure, is dependent upon the maintenance of its social status, to such a degree."

"Another great wrong and evil has been brought to the attention of the board not by evidence, in this particular case, but in cases which have come to their knowledge. The habit of practice of great railroad corporations of blacklisting employees who have offended the managers and of notifying other railroad companies, and these companies placing them on the black list, and refusing them employment, is a conspiracy and is condemned by the law, and in many of the cases cited in this report deserves condemnation and legislation to make such conduct legal offense and must receive the sanction of all right-minded men."

Manufactures and Supplies.

The Indianapolis Car Works are turning out cars at the rate of 25 per day for the Atchison Topeka & Santa Fe road.

The Harrison Rolling Mill Co. of St. Louis, has decided to remove its plant to Kansas City. The works will give employment to 300 men.

The Buffalo Rochester & Pittsburgh car has recently been ordered for twenty heavy freight locomotives and a large number of coal cars.

The Virginia Car Equipment Trust & Motor Vehicle Manufacturing Co., will build car works at Portsmouth, Va. Thomas Breen of Pennsylvania is president of the company.

The Robert W. Hunt & Co. Bureau of Inspection, Tests and Calculations is importing a lot of cars now being built at the Haskell & Barker Car Co.'s works in Michigan City for the Duluth & Iron Range railroad company.

In a recent reference to a successful trip of the Zimmerman Refrigerator car, it was stated that "from Jacksonville to St. Paul the car was loaded with fruit, consuming two tons of ice. It should have read 'one ton of ice.'"

The two iron mills of Graf, Bennett & Co., Pittsburgh, Pa., were sold at auction August 9 for \$725,000 to satisfy two mortgages, one for \$625,000 and the other for \$100,000. The property was purchased by a syndicate of the firm's creditors.

The Baldwin Locomotive Works of Philadelphia on August 7 received an order from John Hill and Hamilton Diston for two locomotives and twelve freight and passenger cars to be used on the new railroad through the sugar district of Florida.

Mr. D. C. Mack has retired from the office of secretary of the Meriden Frog and Crossing Works of Chicago to be succeeded by Robert W. Hunt, who is now building a branch of the Northern Pacific in Washington territory.

The Central of Georgia road has recently given orders for the construction of 300 flat cars and will soon give an order for a large number of box cars. The road has also contracted for twenty freight engines, six passenger engines and two switch engines.

After an interval of 15 years, the greater part of which time the plant has been in litigation, work has been resumed at the rolling mill at Wheeland, Pa. Two hundred and fifty men will be employed. Fifty thousand dollars worth of repairs have been added within the past two months.

The large works of the North Chicago Rolling Mill company, at North Chicago, were on August 15th closed for an indefinite period on account of a lack of orders, and about 1,500 men are thrown out of employment. The plant formerly was not affected by the order and will remain in active operation.

The Moore Manufacturing company of Chicago has been succeeded by the Moore Manufacturing & Foundry company of Milwaukee, Wis., with Chicago office at 51 & 63 Franklin street, Chicago. The new company is erecting a large hardware plant on the east side of the city, for the manufacture of hardware specialties, including door hangers, "Nov-

ety" tackle blocks, differential pulley blocks, etc., and will, about October 15, be prepared to fill contracts for light and medium castings, light machine work, forging and jannanning.

The Findlay Rolling Mill company of Findlay, O., has purchased the works of the Sterling Chain company at Cuyahoga Falls, Ohio, and will remove them to Findlay at once and get them ready to make chains. The work will have a capacity of 10 tons per day and will employ between eighty and ninety men.

The Moss Bay Iron and Steel company of America, which is building extensive works on Lake Washington, five miles from Seattle, Wash. Ter., has been given a contract for 20,000 tons of steel rails to be shipped to Lake Shore & Eastern road, their delivery to be in July of next year. The iron supply is in Snoqualmie Pass, thirty miles from the works.

The pipe manufactured by the Union Industral Pipe company seems to be a pronounced success for electrical work. The Bell Telephone company of Philadelphia have been so well pleased with their tests that they are now laying it in the streets of Philadelphia, their last order being for something like seven miles. That which the Pennsylvania railroad company have in use is proving a pronounced success. We understand also that large contracts for this pipe are now in negotiation in New England also, with one of our leading railroad systems, who propose to inaugurate the underground system for telegraph work, also with the Western Union Telegraph company for the same purpose. This pipe has been offered in a very quiet way as a solution of the underground problem, and from the endorsements it has received it seems to be so recognized. The battery jars made by this company are also rapidly coming into favor. They have lately secured several large orders for the Electrical Accumulator company, also for the Woodward Electrical company of Detroit. Their fax jars are replacing jars for the gravity battery with the Pennsylvania railroad, and are also in test with the Erie and West Shore roads. It is said with the best of results.

On August 11th Manning, Maxwell & Moore, manufacturers of railway and machine tools and supplies, 111 and 113 Liberty street, New York, shipped from the Pond Machine Tool company's works 117 tons of finished machine tools, including 100 tons of finished tools, to the States from Massachusetts to Kansas. During the month of July the company shipped the following tools, the castings being made in the foundry and finished in the works: One 42 inch spindle, heavy engine lathe; one 36 inch engine lathe; one 36 inch engine lathe; one 36 inch engine lathe; one 32 inch engine lathe; one 20 inch engine lathe; one 40 inch planer, with two heads on the cross rail and two on the uprights, 60 ft. bed, for the Chicago Rock Island & Pacific shops at Horton, Kan. Also a 36 inch, a 32 inch and 22 inch planer, an 84 inch boring mill, with two heads on the cross rail; a 72 inch boring mill, a 60 inch radial drill; a 32 inch upright drill; several punches and shears and chucks; one large steel turn turning lathe, for turning steel tired wheels on their axles, weighing some 47,000 lbs., shipped to the Horton shops of the Chicago Rock Island & Pacific. The company is now working nearly 400 men and is prepared to fill orders for all kinds of standard tools promptly.

INTERLOCKING SWITCHES.

The Pittsburg Commercial-Gazette says: "The Union Switch and Signal company of this city are erecting interlocking switches for the Chicago and experimental purposes on the railroads in Illinois, Indiana and other western states. They have also sent a man with a working model of the device, which was put in the office of the railroad and warehouse commissioners at Springfield, Ill. Last year an act was passed providing for the prohibition and indictment of the commissioner of an interlocking switch. An engineer will be appointed by the state to see that the switches are properly set, and all trains must stop at road crossings. If the interlocking switches were put in this would not be rendered necessary."

NEW EQUIPMENT FOR THE WABASH.

The prevailing delusion of the season has not seriously affected the operations of the Wabash railway company's extensive car shops in Toledo. At present a force of 235 men are employed, ten hours a day and six days of the week. The shops have, however, a few days ago, 20 flat cars and no new freight equipment is being built, though a number of old-fashioned, short "dinky" cars are being built. The shops are also building a number of new, with cupolas, cushioned seats and good springs. A number of new hand cars are being built for the use of the freight inspectors. The shops are also building a new track inspection. One of these is completed and shows a little red "setter" seat, large enough for two men on the front of the platform. On this seat the roadmaster will

Keokuk, July 11/88

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1888
C. H. & Co. Inc.

In reply to your note about the
Circulars issued by the Strikers. -

I don't think they have any effect
to speak of, none of our regular
shippers will pay attention to them
and don't imagine any one else does.

They may work up a little local
sympathy among a certain element of
society and are probably printed
as much for this, as anything else -

I have never found them distributed
except where strikers live. viz Burlington
Keokuk Quincy Hannibal & Hamilton
on these lines. I hand you here -
with two new circulars just
printed evidently which are being

Circulated at Hamilton - Appleton - Quincy



Chicago, Burlington & Quincy Railroad Company,

General Agent's Office,

Minneapolis July 5th 1888

*J. S. Kendall Esq
Iowa*

My dear sir,

*I send you herewith sample of
Circular or hand bill gotten out by
Strikers that were distributed here
privately yesterday to farmers - who
were attending the Celebration &*

*Very respectfully
Yours
Wm. L. ...*

Wm. L. ...

TO THE PUBLIC.

We beg the privilege of submitting to you a few facts for your consideration.

TO THE MERCHANTS:—We ask, "Are you working for the best interests of the City of Quincy, by patronizing the C., B. & Q. road, either by riding or shipping over the same? Do you know this road refuses to pay standard prices for their labor, thereby working an injury to the citizens? The C., B. & Q. prefer, now, to employ enginemen who they have, in the past, discharged for incompetency, rather than pay standard pay for good men. All should remember when the laborer is paid the same wages for his service as on other roads, he is in a position to do his part in building up our city, and all must know that the best wages paid by other roads, which are far above what the "Q" want to pay, are none too high for the laborer to live on.

TO THE LABORING MEN:—May we ask of you, "Are you performing your duty, to yourselves and your fellow-men, by dealing with those, who in the face of facts, will patronize the C., B. & Q. R. R.? Will you ride over a road, on excursions or at any time, that will not pay as much for their labor as other roads? If you do you are helping to build up a corporation, that will, in future, directly or indirectly assist in reducing your pay. We have, by working so long for less pay than enginemen on other roads, thereby created a fund for the "Q", with which to fight us. Will you, after mature consideration of these facts, continue as you have? or, will you stop and consider the great injury you are doing your fellow-men, by assisting this wage-reducing corporation. We think you will adhere to the latter course. We will not attempt to advise, however capable we may or may not be, but we find it the duty of all merchants and laborers, in every capacity, to work for good wages and prices, thereby building up our city and country at large. All know the C., B. & Q. are running excursion trains all over the system, in order to create the impression that they are doing a paying business. All friends of laboring men should know their duty, and do it, when such trains are run over the C., B. & Q. R. R. It is needless to say anything about the enginemen the "Q" now have in their employ: If you seek for information, you will find their passenger and freight trains, both, pulled by flagmen of passenger trains and switchmen, without having served any apprenticeship; while their former enginemen (now contending for the same pay as other roads are paying,) had to serve, by way of classification, four (4) years apprenticeship before they were considered competent to occupy the positions the flagmen now hold. That no mistake be made, we will add, for the information of those that may not know, that all roads running out of Quincy are in the "Q" system except the Wabash and the Q., O. & K. C. One of our number has already been thrown out of a position through the agency of the "Q" officials at this point.

QUINCY, ILL., August 15th, 1888.

THE BROTHERHOODS.

ST. JOSEPH, MO., AUGUST 27, 1888.

C. E. PERKINS, ESQ.

PRESIDENT BURLINGTON

QUINCY B. L. E. CIRCULARS.

DEAR SIR:

HERE ARE TWO MORE STRIKERS' CIRCULARS, GOTTEN UP & BEING DISTRIBUTED AT QUINCY, WITH LETTER FROM BRADFORD ANSWERING ONE I WROTE HIM WHEN THE SMALLER CIRCULAR MADE ITS APPEARANCE. DO YOU THINK IT IS WORTH OUR WHILE TO ATTEMPT TO RUN THIS DOWN AND FIND OUT WHO IS UP TO THIS SORT OF WORK.

YOURS TRULY,

W. F. Fildes

ENCLOS: 8

Quincy Mass
Aug 23rd 1888

Mr. H. F. Merrill
Genl Mgr St Joseph,
Dear Sir,

Replying to yours of 22nd -

Attached I send you a copy of
circular distributed in Quincy
last Saturday afternoon, vizt.
It was thrown into business
houses by small boys, and
afterwards four men, represented
to me to be strikers, called at two
of the principal manufactories
with the circulars.

I think they went to other and
possibly all the principal places
where bodies of men were at work.
From description of men I think
they were James E. Wood and Silas
Williams and two young men named
Alexander.

I have been unable so far
to learn where this circular
was printed but parties claim

W. F. Miller

it was done by some boy
on an amateur press, of which
there are several in town

I think if a man were to
come here this could be worked
up so as to locate the whole
thing, but what information I have
so far is given me confidentially
and obtained in such way
that parties would not like to
testify to it -

If you want to press this
to make a case I believe it
can be done

Yours truly
E. F. Bradford

TO THE AMERICAN PEOPLE!

Serious Questions to be Answered!

SHALL AMERICAN LABOR BE ENSLAVED BY ENGLISH CAPITAL?

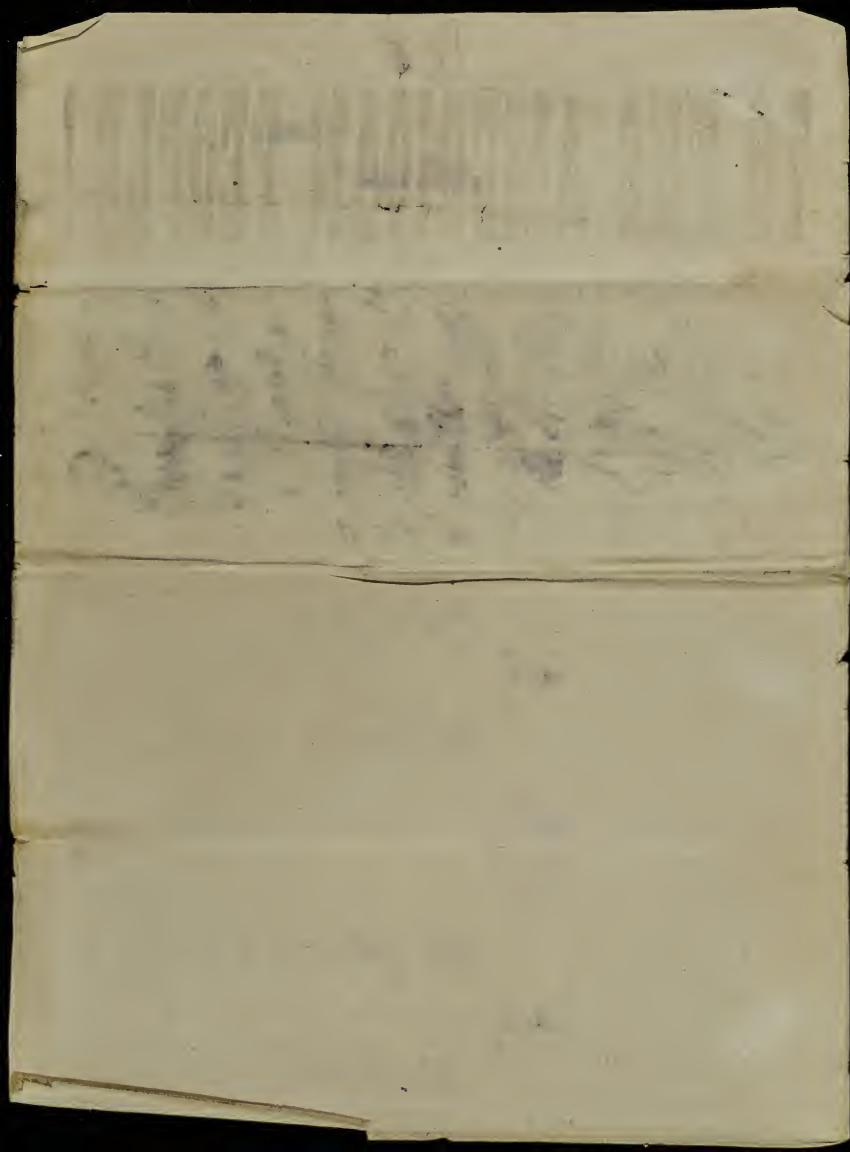
Laboring Men of America Arouse to the Great Dangers that now Confront You by the Officers of the Great American Scab Route, once known as the C., B. & Q.

READ THE FOLLOWING AND CONSIDER SERIOUSLY.

Again we find it necessary to call the attention of the public to the fact that the strike on the C., B. & Q. R. R. is not off, and its engines are still in the hands of scabs. We have also been informed that the management of the *Great American Scab Route* have reduced the section force and bridge men to a great extent, as we consider, to the great danger to the traveling public, as we think that the bridges and road bed should receive the most careful attention. We will call the attention of the public to the great Rope Creek wreck in Nebraska, also one near Red Cloud, and another near Hannibal, on June 27th. One of those wrecks, viz.—the Rope Creek one, caused great loss of life and could easily have been avoided if the proper care had been used. The only reason why there are not more wrecks is simply because the "Q." is doing only about 40 per cent. of their former business, and their wrecks and destruction of life and property is three times as much as it was when the Company was doing a good business with its old employees. The officials of the *Once Great C., B. & Q.* are still trying to mislead the public that they have competent men in charge of their passenger engines, which we can prove is not true. We will cite you one case of a man whom they call competent and trustworthy. He has left this place in charge of a passenger train so drunk that the master mechanic had to ride with him until he got sufficiently sobered up so he

could set up without help and hold the throttle. The wrecks for the present month of June have cost the Company more than all the wrecks the Company ever had during any three years prior to Feb'y 27th, '88, which we claim to be wholly the cause of its incompetent men. We think it is necessary to have competent men in every branch of the train service, from the fact that all business is done principally on one track, and no one knows this better than the railroad officials themselves. We appeal to the laboring men of the country, especially the farmers, to shun the *Great Scab Route* until this difficulty is settled, for we are simply battling for justice and no more, and the purpose of the "Q." management in this trouble with the Brotherhoods is to stamp organized labor with defeat, and should they succeed, every laborer and producer will sink lower in the scale of manhood and deeper in degradation of slavery, for it is the purpose of the C., B. & Q. Company to fasten perpetual menaces upon labor, from which there can be no escape except in death. It means a slavery for all who toil, more appalling and horrible than the slavery of the south, the fetters of which were broken by war, and we respectfully ask the public to read the foregoing facts, all of which are respectfully submitted.

COMMITTEE OF THE BROTHERHOODS.



FARMERS

AND

LABORERS!

THE

BARNUM AND LONDON CIRCUS

Have Patronized the

Scab Route

Nearly all Summer, and at cities where Good Roads run parallel with this ENEMY of Honest Labor, this

HIGH-HANDED PIRATE!

that has placed the black cloud of a mortgage on three-fifths of the otherwise happy homes of the toiling masses that produce the wealth of the nation. **WE WILL STAY AT HOME THAT DAY.**

WE WHO TOIL.

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0-21, No. 1, Box 611, 1930.

TO ALL LABOR ORGANIZATIONS AND THE GENERAL PUBLIC. The STRIKE IS NOT OFF.

All Asked of You is, READ BOTH SIDES and HEAR
THE TRUTH!

THE COMPANY TRYING TO DECEIVE THE PUBLIC BY FALSE STATEMENTS.

JUNE 7, 1888.

WE ARE desirous of again informing the unwary public that the "Burlington" has once more, through the columns of the subsidized press, declared the "strike off," and would lead the public to believe that they were once more handling freight and stock consignments with the same dispatch and safety that they did before the old employees stepped out of their respective places. Also, would they have the public believe that the present employees were of the most skilled in their professions of engineers, firemen and switchmen, all of which is a gross insult to a people whose only means of information is through the columns of this same press.

We know the Burlington company have, and are at the present time, using their financial and other influences to deceive the traveling public and the shippers on said road. The leading papers of the country, with few exceptions, have refused to print one side of the story, and we deem it a duty to place before the country to have our side of the question placed in proper light.

At the beginning of the present trouble, the company admitted that they could not fill the places of their old employees with competent men, and the old officers expected that a large percentage of the old men would remain loyal to the company, and when the company were surprised on the morning of February 27th, by all their employees stepping out of their respective places, they then resorted to the only means left them, and hired every one that came to them; men that in all their lives had never had any experience on an engine; men of drunken and vicious habits; men that could not get employment in any honorable position, or under any circumstances other than an emergency such as now exists on the Q. To substantiate these statements we are willing to court investigation, and have been courted since this investigation ever since the strike commenced. The investigations at Creston, Iowa, Nebraska, Ill., and other cities along the line of the Q., have already proven the truth of the charges we have made, namely,—the men employed by the C. B. & Q. as engineers are wholly incompetent and unfitted for the positions they now hold, and would not now be recognized by any other railroad management. We further state it is not a question of wages that is prompting the Q. management in its warfare upon the men formerly in its employ, as they are now paying the new men wages that far exceed the wages paid the old men. In addition thereto, they are paying pilots for each train the compensation of first-class engineers. But the true animus of their warfare was tersely expressed by one of the officials in Creston: "We have broken up the Brotherhood, and will break up every other damned labor organization in the country." The struggle is simply a struggle between corporate greed on the one hand, striving to crush out the manly hopes of all those who labor for a living, and LABOR on the other, seeking to better its condition and elevate the cause of all those whose lot it is "to earn their bread in the sweat of their brow," and this, too, without seeking to take from capital any of its just rights, or its legitimate profits. We wish the public to understand that this is not altogether on account of wages, but with wages lower than 90 per cent. of all the trunk lines of this country and tyrannical abuse from

the management of this road, which has been continuing since the management has been in the hands of H. B. STONE, until patience ceased to be a virtue, and we were obliged to strike to preserve our manly rights. We know that the C. B. & Q. company cannot be safe with the class of men they now have, and are not safe for the public to patronize this scab road and trust their lives and property in their care. And there are numerous **COMPETING LINES** that are first-class in doing business on the square, and employing competent men and pay them fair wages for the services. **WE WOULD RESPECTFULLY ASK** the traveling public and shippers to patronize such roads, and not ship over the C. B. & Q. system, namely—the **CHICAGO, BURLINGTON & QUINCY ROAD**; **C. & N. AND ROCK ISLAND**; **ST. LOUIS DIVISION**; **ST. LOUIS, KEOKUK & NORTH-WESTERN**; **KANSAS CITY & MISSOURI**; **NEBRASKA AND COLORADO**; **HANBURN**.

ask that all Labor Organizations use their influence to avoid their members and friends from patronizing the SCAB ROAD, as it is for the interest of the traveling public as well as all well-wishing citizens, that such men as H. B. STONE and C. E. PERKINS should be never to rise again. Such men as they, who are not willing to leave so great a question to a Board of Arbitration, should not have as responsible positions as they hold, and were they in the right they would willingly submit to arbitration.

To show that they are not doing a paying business, we give you the following statement, which was taken from the Chicago Herald of June 6th:

"For the month of April, the gross earnings of the Chicago, Burlington & Quincy road were \$2,844, against \$2,197,899 for April, 1887, a decrease of \$646,055. Operating expenses increased \$361,395, and net earnings for the month were \$154,680, a decrease of \$145,000. For the four months ending April 30, the net earnings were \$575,154, against \$4,266,327 for the corresponding period last year, a decrease of \$3,691,172. The feature of the report is the fact that for the four months of the year only about one-third of the interest charges on the bonded indebtedness of the road has been earned."

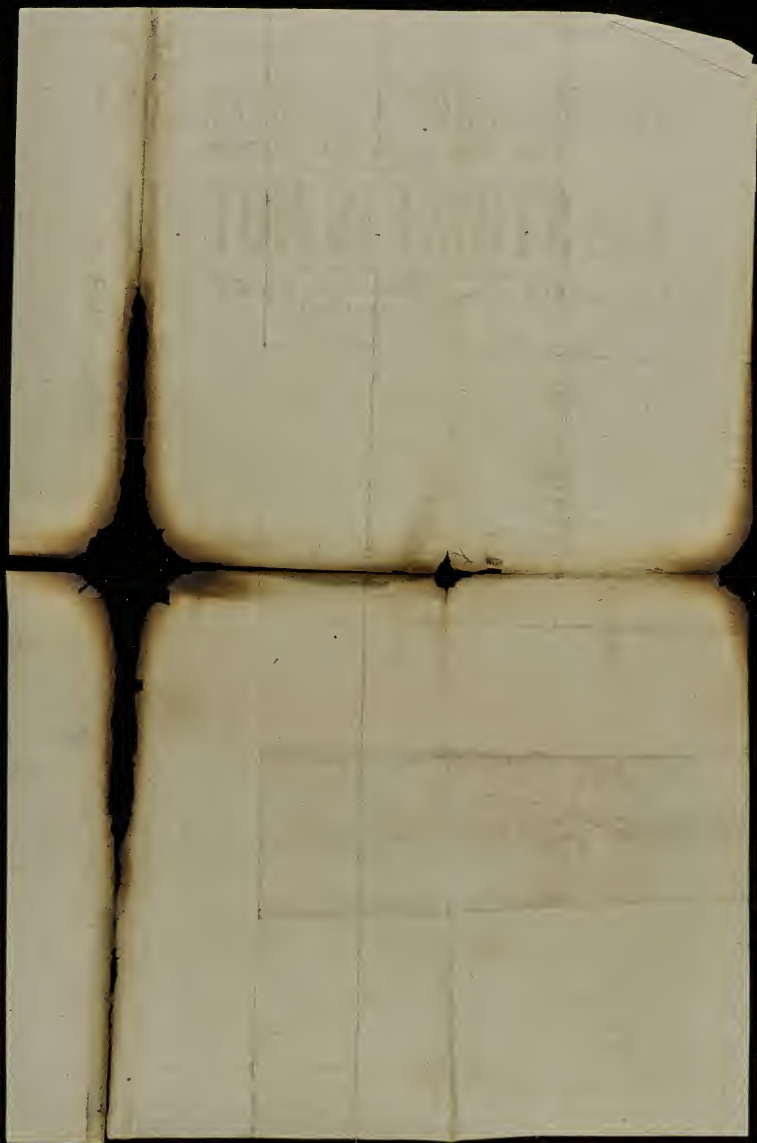
We assure you the STRIKE is NOT OFF, and will not be until the C. B. & Q. makes a settlement with its old employees. Until such a settlement is made, the men at present out on the strike WILL NOT WORK FOR THE C. B. & Q.

Nearly all the accidents and collisions that occur are kept quiet and are not published in the press, except a few that are seen by our own men and are printed in the Chicago Sunday World. The wreckers have not lain idle one day since the commencement of the strike, and wrecks are pulled in at night so that the public shall not see them and know that there are such wrecks.

LET US LIVE IN A FREE COUNTRY! A country in which the people shall rule and where every man shall be recognized as a human being, and where labor shall have its dues as well as capital.

Signed, COMMITTEE

ENGINEERS, FIREMEN & SWITCHMEN.



TO THE PUBLIC

AND ALL

LABOR ORGANIZATIONS!

Your future prosperity depends on your action against a common enemy. Since the commencement of the English Firemen's and Switchmen's strike on the C., B. & Q. on February 27, there has been no lawless acts committed by strikers; and the public well know the means resorted to by the company and the damnable acts committed by those and those curs known as Pinkertons, and we are informed men, that the evidence given in the present trial of so-called dynamiters in Chicago, shows that it is manufactured evidence, and that the whole is a finely laid scheme worked by Scaby Stone and his Pinkerton thugs. About July 1 the English stockholders held a meeting in London and decided that this strike must be ended, as it had already cost the company over fifty millions of dollars and they could not afford to lose any more and they instructed Stone that he must break the ranks of the strikers, or settle with them and sign their contract; but they suggested that the leaders be cast into prison if possible. Hence, the persecution of our comrades and mittemen. We ask no money from the public or from labor organizations, we ask only that all honorable people and friends of honest labor will shun the Scab Line, and not patronize it in any way and do no business with any one that does patronize this band of English bull-heads and thieves known as the Burlington Route. The officials of this organized curse to a free country, have boasted that they would crush every labor organization in this country, and if you do not wish to assist in the destruction of the laborers' only hope

to pay a dollar directly or indirectly to the C., B. & Q. R.R. any man who looks carefully over the ground at this time and then will say that the company can defeat us, is a liar. The truth is, the Burlington has lost. If it wants curs, and sneaks, and reptiles to do its dirty work it has done well to select the Scabs. If it wants the best wages it had better keep them. If it cannot do so with respect it need never ask the strikers for anything and if they are looking for men whom they can impose upon and rob and abuse; if they are looking for cowards they can look last among the railroad men of America.

Below are resolutions passed by the Lincoln Central Trades and Labor Union:

Resolved, That we endorse all the actions of the brotherhoods in their present strike on the C., B. & Q., and we do not believe that they had anything to do with the charges that have been drummed up by Manager Stone and his mean, contemptable hirelings, Pinkerton detectives. Be it further

Resolved, That we hope they continue to hold out and win the strike, and gain for honest labor just rewards from the railroad company that has robbed this state of its best lands, and has controlled the state legislatures of Illinois, Iowa and Nebraska until the farmers and laboring men depending on the roads for transportation, are but little better than paupers of Europe.

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274

CAPITAL VS. LABOR!

Latest From the Seat of War--C., B. & Q. Falsehoods Again Denied.

To all organized labor and the producing classes of America.

We want to present to your serious consideration the condition of things as they exist at the present time in this country. That while we recognize the right of capitalists to protect themselves, and we do everything we can to assist them in maintaining to them what the producing classes of this country create; yet, said capitalists deny us, by every means in their power, to follow the example they have set down for us and which we are compelled to do on account of their tyrannical actions, *viz.*—to organize as citizens of a common country under laws, to protect ourselves. We would particularly call the attention of the Farmers to the methods practiced by the Railroad Companies, which they have to come directly in contact with. Has it ever been known that Railroad corporations consulted the farmer's interest when they saw fit to raise the price of freight on their shipments, or in fact any class of shippers? It is something unheard of. They simply find out how much the producing classes can stand, and generally manage to get the last cent, and if the farmer or merchant should grumble and try and get redress, they would be met through legislation; they would be met by the same corporation and defeated by corruption, for it is a well known fact, as has been proven on investigation, that they not only control legislators, but unfortunately almost all the courts of the country. So, working men of America, you can see the terrible grasp that monopoly has upon honest labor. They have in every branch of railroad service their organizations, for their protection, as they claim, but as it has been too often proven, for the robbery of the public. First they have their General Managers, their Superintendents, their Freight Agents, their Passenger Agents, their Master Mechanics and their Road Masters, if you please. They each have their annual convention. Their main object is to adopt the best means by which they can bleed the general public and reduce their working classes to the verge of starvation, so that they amass large fortunes and declare big dividends to their stockholders. These are facts which can be proven by taking the annual reports of any Railroad corporation in this country. In regard to the trouble now existing between the four Brotherhoods and the "Q." corporation, while it is not necessary to state to the outside Brothers the object of these Brotherhoods for the benefit of the public, and which the Railroad Company well know; that there is no man accepted in said Brotherhoods other than a good, law-abiding citizen; no drunkards, no man who would abuse his family or fellow-man; and in fact the object of said Brotherhoods is mainly to elevate its members to that standard of responsibility that they may be efficient to their several callings. In fact that has been demanded by the "Q." Company of their employes and strictly enforced up to the 27th day of February, when the Old and reliable men were compelled by tyrannical abuses to give up their respective places, and since that time to the present, what has been the condition of the "Q." Road? *Vis.*—The Company have hired and accepted the service of anything and everything; men who are well known to them as drunkards; men who have never had any experience in train or engine service; in fact a class of men that it is not safe for the traveling public or the shippers to endanger their lives or freight in their care, and they have virtually placed themselves in such a position by the

employment of such a class of men that they will never be able to successfully operate with safety to the public or profit to their stockholders the said road, nor in fact the management of any road in this country, under similar circumstances, for it is a well known fact that 95 per cent. of the Locomotive Engineers belong to the Brotherhood or other labor organizations, and the majority of the other 5 per cent. are men who could not get admission into these orders on account of their drunken, vicious and unmoral habits. Now we want to say to the laboring men of America that this battle is not one of wages, as the "Q." Company, through their bought up press, would have the public believe. It is a determined effort on the part of the C., B. & Q. Road to crush out all labor organizations, as the said Company claim that labor has no right to organize. In proof of this we have only to refer the public to the promises made by said Company to their incompetent men now in their employ, by the payment of at least 15 per cent. more than the Brotherhoods asked. This statement can at any time be proven. Another claim made by the officers of the C., B. & Q. Road is that this strike was caused by a lot of hot-heads, as they call them, which we deny as false in every particular. The facts are that this strike has been forced on a class of men who have been in the employ of said Company for the past fifteen to thirty years, and a more conservative class of men are not employed in America, all of which was brought about by the present General Manager, H. B. Stone, and his subordinate officers. To show the incompetency of the men at present employed by this same road, it is nothing uncommon for them to have from five to eight wrecks a day on their system, which they manage to suppress from the public. But they are continually making desperate efforts, through their agents all over the system, to make the public believe that they are in a condition to handle all shipments with dispatch, as they were prior to the strike. But when they undertake to make a good or fast run as they did with their old employes, it generally ends with a wreck and a destruction of life and property. This is the actual condition of affairs on the C., B. & Q. system, and will always continue as long as they have incompetent men. By the present attitude of the said Company we can't look at them in any other light but that of a common enemy to all labor and industrial organizations, for their officials have made the *boast* that they would break down all labor organizations. Therefore we appeal to you, the laboring men of America, and all liberal-minded men, not for charity, not for ourselves individually, but in the name of the toiling masses of this country we ask you to do all in your power to show this great monopoly that honest laborers have rights which corporations must respect, and we hope you will use your influence, through your organizations and as individuals, to divert and induce traffic of all kinds from the C., B. & Q. Road while it remains under the present unsafe condition. We would say in conclusion that the men now out on a strike on this system for their just rights, have stood the abuses of said Company until it got to be a question almost as bad and degrading as slavery, and we are determined to remain in this same position until they grant us our just rights, which we have always been ready to submit to arbitration.

Respectfully,

COMMITTEE OF THE BROTHERHOODS.

From
Wreston

Keokuk June 22/88

Mr Perkins.

Attached Circular is being
distributed by Strikers -

Yrs C. W. Lacey

Chicago, Burlington & Quincy Railroad.

A Great Tumble in Stock of the Great Scab Route.

Confidence of the Public Entirely Lost.

Insurance Companies Withdrawing All Risks.

A Few Pretty Hard Nuts for the Officials to Crack.

While the "Q." Company is still devoting its energies to the publication of paid falsehoods and trying to make the public believe it is able to transact its business with the same despatch as competing lines, we wish the public to understand that the engines on the Once Great Burlington Route are manned with *scabs*, who are either wholly incompetent, or men who have been discharged from other roads for their drunkenness, deserting their families and defrauding their fellow-men wherever they got an opportunity. We want the traveling public to understand once for all, that what we say about the enginemen in the employ of said Company, we are prepared now and at all times to prove and court investigation at any time. We want to say for the benefit of the sub-officials who are trying to convey to the public that the Brotherhoods are trying to destroy the reputation of the once powerful C., B. & Q. To that we say yes, that is just what we propose to do. But not as they would have the public believe, not by any act or violation of law, not by any act on our part by which there would be any loss of life or destruction of property, but by lawful and honorable means, by keeping the public fully informed of the unsafe condition of the *scabby* management of the "Q." road. We want to say further, while we do not wish to praise ourselves now out on this strike, or give them too much credit, yet it is plain to be seen by any fair-minded person, that on the morning of Feb'y 27th, when we were compelled to quit the employ of said Company by tyrannical abuses that with us and our Brothers along the line went to the reputation of the "Burlington Route" which we propose to hold, and they will never recover it until they grant us our just rights, which they will have to do before they will be able to

operate the road successfully or with safety to the public. We would like to ask the officials what we have done that has in any way destroyed the property of said Company other than has been stated before, viz:—taking the reputation of said road. Another question we would like to ask the officials, viz:—How is it that the earnings of the Great Burlington Route, since the strike, has fallen off, according to your own report, \$4,000,000, while at the same time the operating expenses have largely increased also the terrible shrinkage of "Q." stock. Said stock was worth on the 26th of Feb'y \$1.29. To-day it is only worth \$1.09, representing a loss of over \$30,000,000 in value to said C., B. & Company. This is simply a repetition on the part of the "Q." officials to break down organized labor. The same thing has been tried by other Railroad Companies, particularly by the Lake Shore and Michigan Southern Road, and after a year of very expensive experience, it is to-day one of the strongest Brotherhood roads in the country. Yet at that time the Brotherhoods were in their infancy, while to-day we claim for our organizations that they are the strongest of any in the world. We want to say further for the benefit of the public, while we ask for nothing but our just rights, and our brothers all over the country will sustain us financially, for two years, if necessary to enable us to win this fight, or sink the "Once Great Burlington Route" to the position of a third-class road, and reduce the value of the stock to at least 50c. on the dollar. In conclusion we would ask all organized labor and shippers of all description and traveling public to *shun* the unsafe and *scabby* Route and *scabby management* until they grant honest labor its just rights.

COMMITTEE OF THE BROTHERHOODS.

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LIBERTY OR SLAVERY?

SHALL AMERICAN LABOR BE ENSLAVED BY ENGLISH CAPITAL?

The C., B. & Q. Railroad Company vs. The B. of L. E. and L. F.

The great strike of the engineers and firemen on the C., B. & Q. railroad is a magnificent subject to the 2,500 expert railroad operatives engaged in it; to the railroad brotherhoods representing a combined membership of 120,000 men; to the general public, whose lives and property are endangered by the employment of an inadequate number of incompetent and disreputable men; and to the cause of labor at large.

It is the purpose of this article to give the public a view of the situation as it is at the present, believing the cause has been sufficiently discussed heretofore.

The strike has now continued a trifle over 4 months. Had Manager Stone shown a little of that tolerant spirit shown by the engineers and firemen employed under him, what an immense amount of trouble, loss of life and destruction of property might have been prevented. Every means possible was employed by the Brotherhood to avert the present situation, but met with no encouragement or concession from the management of the Q.; the abominable classification, the chief source of complaint, would be continued, and the protests of the men, however emphatic or unanimous, would not prevail against it.

Note here that five weeks had elapsed between the time the Brotherhood first asked for an interview with the management of the Q. and the inauguration of the strike. During this time the Q. had agents scouring the country over in search of men, to be secretly held in readiness to meet the emergency which they knew must come. At this time not 350 experienced locomotive engineers were out of employment in the U.S., and the major portion of these could not possibly be secured by the Q. under the circumstances.

No sooner was the strike instituted than the press began to manipulate public opinion, and it was not long before fair and honest criticism gave place to the most gross misrepresentations, and it became apparent that the Q. had subsidized the press, and made it the Company's representative. This accounts for the almost unanimous and only too apparent one-sidedness of the reports current on the question, in the press of the country.

Let us take a deliberate look at the statistics of the road, both before and since the strike has been in operation. Here are a few to ponder over:

The capital stock and bonded debt of the Q. is in round figures \$150,000,000. Its stock floats up a trifle over \$70,000,000.

Last Oct. its stock was quoted at \$108 per share; now practically unsalable at \$115, and strong tendency to par or below. Earnings of the Q. for Apr. show decrease of \$194,655 compared with Apr. '87, whilst operating expenses increased \$291,900—consequence of these is a decrease of \$486,555. Decrease of \$3,391,172, compared with '87, and it is no wonder the official report admits that for the first 4 months of the current year only about 4 per cent. of the bonded debt of the road has been earned. Gross earnings for March \$1,211,188, a decrease of \$1,741,493, compared with same period in '87. The net earnings show a deficit of \$19,943, indicating a decrease of \$1,719,976, compared with last year. For the quarter, the gross earnings \$4,560,000, show decrease of \$2,215,800; expenses \$9,848,525, an increase of \$419,422; net earnings \$720,473, a decrease of \$2,085,722. Latest statements from the Q., issued a few days ago, show decrease of about 55 per cent. in gross earnings, and about 70 per cent. in net earnings, for April, '88. From Jan. 1 to April 3, net earnings are \$875,000; same period last year \$1,230,000. Yet the Q. says "the strike is off," and they are handling the business just the same as if there had been no strike.

It is positively known that at least 22 policemen in Chicago

alone are and have been exclusively devoting their time to guarding Q. engines there. But "the strike is off," says the Q. and so says the subsidized press.

Advertisements in English and Scotch provincial papers call for "engine-drivers and firemen for the C., B. & Q. Road, U. S. A." Yet the Q. informs us it is fully manned.

Over 175 of the Q.'s engines are very badly damaged throughout the Q. system, to say nothing of cars broken up; with almost daily additions thereto. But the Q. says the strike does not affect them now.

The stock of the Q. has depreciated fully 20 points, which is equivalent to \$15,000,000. The loss in business cannot even be estimated. "Placing the total loss of the Q. at the lowest estimate \$20,000,000 would not be an exaggerated amount, and the shrinkage in western railroad property, as a direct result of the mismanagement of the Q. in the past 4 or 5 months, cannot be less than \$150,000,000.

By adopting the pay check system the Q. has the use of the wages of its employees for at least 60 days longer than in direct cash payment; whilst on the B. & M. in Neb. the issuance of Apr. checks was deferred until the present month, thus delaying direct payment until next Sept. But the Q. is more than anxious the people should know it is on a firm basis, not affected by the strike.

Taken in connection with all this, the large mortgage loan secured in Gage Co., Neb., to pay running expenses; the failure to declare dividends; reduction of working force on its road-bed; increased expense in wrecks caused by incompetent employees; depreciation of stock; loss of patronage; issuance of misleading statements to bolster up its precarious standing; its efforts to crush the Brotherhood by false allegations; the empty passenger coaches it is compelled to haul in order to make even an apparent showing of business; the reduced number of its freight trains and number of loads composing the same; to say nothing of the dropping off of extras run; the numerous suits now pending and in preparation against the Co. for loss of life and property through its incompetent service; the fact that merchants who are compelled to use its line in securing goods make no calculation when they will be received; that the "B. & M." train gets there no more; that commercial travelers and the traveling public generally avoid the road as much as possible; that it is familiarly known as the "Scab Road." If the Burlington claims to have won a victory at this price, another such victory will place it where Jay Gould at one time asserted he would place it,—with the grass growing over its track, its control in the hands of a receiver.

The following extract from an article in Harper's Weekly, the 10th ult., contains the eminent writer, also a stockholder in the Q. system, concludes his remarks which were a trifle pungent to the Q. officials:

"But let us understand that it is not engineers, or switchmen, or brakemen, who are bringing it to the worst; it is only directors and managers and presidents who refuse to arbitrate, and who forget their public duties so far as to talk of a railroad as a private business."

Note every position taken by the Brotherhood; study every movement made by them; acquaint yourselves with the primary causes for the same; and at all times you will find them denouncing themselves as mischievous elements, an detriment to their struggle for their manhood and rights, with a giant corporation of avarice and rapacious greed arrayed against them.

We ask you to studiously read the above. It will stand the crucible test of investigation. Then, we again ask you to take a firm stand for the right, the elevation of the laboring masses, and a recognition of the laborers' rights.

(continued)

[Faint, illegible handwritten notes]

of the first two, the third is a

The C., B. & Q. Growing Desperate.

THE 'DYNAMITE PLOT' EXPLODED!

The Last Effort of the Q. to Down the Brotherhoods Recoils Upon its Instigators With Telling Effect.

The Burlington Railroad Company have made a new move against the Brotherhoods of Locomotive Engineers and Firemen. Thursday last they sprung a cooked up "dynamite plot" and charged it upon members of the Order. They claimed that Brotherhood men were going to blow up the general office in Chicago, and that dynamite had already been used by them to disable engines. The plot has already proven a boomerang that has fallen back upon General Manager Stone and the officials implicated with a resounding thwack. Of course, they had a motive in charging Brotherhood men with using dynamite to destroy the property of the Co. The motive was twofold—to offer an excuse for the innumerable wrecks that have constantly occurred on the road since the strike, and to bring the Brotherhoods into disrepute and deprive them of growing public sympathy with their manly and unprecedented fight for right and justice. The great corporation offers a pitiful spectacle in their effort to smirch the Brotherhoods with the charge of criminal practice. They overreached themselves; for have they not claimed right along that there was no strike on their road; have not their hired organs claimed that 65 per cent. of the engineers and firemen who struck were back at work; and, in the words of Paul Morton, that "the strike is off?" The readers of these hired organs will now know that they have been lying every day for the past three months.

In order that the reader may know something regarding this last dodge of the Q. to gaily favor for themselves and to work an injury to the Brotherhood, we give the following particulars:

Last Thursday morning Supt. of Motive Power G. W. Rhodes swore out a warrant for the arrest of Thomas Broderick and J. A. Bowles, and Deputy U. S. Marshal Burchard, in company with Supt. McGinty of Pinkerton's Detective Agency, proceeded with it to Aurora, Ill., where they arrested Broderick and Bowles as they were leaving on a train for Chicago. The warrant of Detective Wilson, who said in a charge sent beside the train, charged the two with the possession of dynamite. The officers found four dynamite cartridges of one pound each under two coats lying between Broderick and Wilson on the seat. Saturday the organs acknowledged that this was a lie, and that the package was taken from the rack over the seat. None of the officials of the Brotherhoods know any of the above named parties. It is stated that there was a fourth man in the party, believed to be a detective, who escaped. The trick is an old one and well known.

In order to cause the Brotherhood as much trouble as possible, and help on the rotten and flimsy story of the Q., they have also arrested the chief of the Brotherhood at Aurora, John A. Baureisen, an esteemed citizen of Aurora, and owning property there to the value of \$10,000, and will endeavor to implicate him. Efforts are also being made to entangle Chairman Hoge, of the General Grievance Committee, at Chicago.

The Brotherhoods stand ready to refute, and abundantly prove their innocence of any act of malice or injury towards the Co., and none will be found more active in condemning such acts and bringing the perpetrators to justice than they. If their cause will not triumph upon the merits of the rights and justice they demand, they are content to abide the issue. In all their letters, circulars, and acts they have strongly advocated law and order, going so far as to instruct their members to do all they could to prevent any harm being done the property of the Q., unless it should be done by its own employees in their incompetent discharge of duty.

Let us look at the situation a moment. No one is more aware of the fact that every movement of the Brotherhoods is secretly watched by detectives of the Co., than the members themselves. It would be against their cause, for this reason if no other, to do any act of violence. The unprecedented record of disasters on the Q., incurring great loss of life and property, caused by the incompetency of its present employees, should be sufficient to satisfy even the most implacable enemy of the Co. But the Brotherhoods do not stand as enemies of the road, but for justice and a recognition of their rights. Again, as matters are now and have been since the inauguration of the strike, the Brotherhoods in the position they have taken, have too strong a case against the Q. management to injure themselves by any act of violence perpetrated by any of its members. Notwithstanding the fact that the Burlington corporation suppressed the report of the State Board of Warehouse and Railway Commissioners, in reference to wrecks and the insecurity of life on their road, under incompetent engineers, the cause of the Brotherhood is steadily gaining in public favor. Remembering that the same corporation caused the failure of the Inter-State Commerce Commission to meet at Chicago and take action regarding the injury to Western commerce arising from the strike, does it look as though the Brotherhood were forced to any underhanded means to win their ends? Every movement thus far made by the Q. has been a detriment to the road, and a strong advocate for the justice of the claims of the Brotherhood.

In conclusion, we ask you if you are willing to entrust your lives and property in the hands of those who have proven, by their own actions, their incompetency, and the little value they attach to life and the duties they owe to their patrons? Will you enroll your names with those who are using every means, right or wrong, to place the seal of slavery on all honest toil? Or, will you take your stand with those whose records are clear; whose efficiency is undoubted; who are asking a recognition of their just rights and nothing more; who are not endeavoring to injure the commerce of the nation, but are determined that right will prevail, and that the laboring masses shall not bow the knee in slavery to English capital and heartless corporations?

COMMITTEE OF THE BROTHERHOODS.

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CONFIDENTIAL.

CEDAR RAPIDS, IOWA, March 26th, 1888.

DEAR SIR :—

I am directed by the Executive Committee of the Order of Railway Conductors to send advance sheets of a portion of my ninth annual report, to the general officers of the principal railways in the United States in order that the position of our association in regard to labor troubles and strikes in general and the strikes of engineers in particular, shall be fully understood by them. In taking this position we make no claim to a philanthropic feeling towards, or love for, railway companies. The conductors feel, and with good reason in many cases, that they do not receive justice from the companies, that the loyalty towards their employers in times of trouble in the past, has not been appreciated; but they recognize the fact, that to assist the engineers or any other class of employes in procuring more than justice, is to assist in placing it beyond the power of railway officers to give to the conductor the recognition and remuneration that they believe he is entitled to. They fully understand that the interest of employer and employe are identical; that to secure the best results to both sides there must be confidence on the one side and respect on the other; a majority of them believe that faithful service will be appreciated in the end, but a minority, that has been steadily increasing for the past five years, are weary of waiting and in favor of changing the entire plan of the association in the hope of present gain and regardless of ultimate results. The officers of the Order of Railway Conductors and a large portion of its members believe that if the Brotherhood of Locomotive Engineers are permitted in the future as they have in many instances in the past, to influence railway officers to dismiss or otherwise punish conductors who were offensive to them, either by a direct demand or

false reports, that within the next five years, this minority will be successful. They wish to prevent this, not in the interest of railway companies, but because they believe it will result in ultimate injury to the Order and its members that will more than overbalance any temporary benefits obtained through the medium of strikes or by any alliance between other classes of employes; since the failure of the late strike on the C., B. & Q. R'y such an alliance is being widely advocated by all other classes of men employed in train service and by some conductors; the more intelligent of the conductors look to the future and wish no such an alliance with any other organization, but if conductors are made to feel that the opinion given to them in so many words by one railway officer, that "the engineers, firemen and brakemen must be taken care of or they will strike, but we are not afraid of you because you can't strike," is general; such an alliance will come as certain as death despite the present majority opposed to it. What damage such an organization might be able to do, before it could be controlled by legislation, any one can judge for himself.

A great many of the defeated strikers are now traveling in the interest of an alliance between the four organizations of men in train service.

As this report will not be published until the latter part of May, please consider it confidential except with railway officers. If time will permit, would be glad to hear from you.

Yours very truly,

WM. P. DANIELS,
Grand Secretary.

By order of the Executive Committee.

TWENTIETH GRAND DIVISION

—OF THE—

ORDER OF RAILWAY CONDUCTORS.

Report of the Grand Secretary and Treasurer.

Grand Chief Conductor, Officers and Brothers :—

As I write this, my ninth annual report, the industries of a large portion of the United States are paralyzed by the efforts of one of the most selfish monopolies in the country to procure for itself still further benefits regardless of the injustice to others and particularly to other classes of railway employes. It is hardly necessary to say that I refer to the strike of the members of the B. of L. E. on the C., B. & Q. R'y. To place the matter clearly before the conductors of the United States, it may not be out of place to give a few instances of the actions of the members of this "holier than thou" organization. In the first place, it is built up and owes its strength, not to the intelligence, skill or knowledge of its members but wholly and entirely upon the ignorance of railway officers and the public in regard to the qualifications of an engineer; upon a mistaken sympathy and by appealing to the prejudices of laboring men generally and those engaged in other branches of train service particularly. The members of the B. of L. E. by persistent advertising and misrepresentation, have persuaded the general public, who are unacquainted with the train service on railways in the United States and Canada that the engineer is wholly responsible for the safety of the train and that without the engineer, the train service would stop. It has been asserted in the RAILWAY CONDUCTORS' MONTHLY that a large majority of the conductors of the United States

are capable of successfully running locomotives and the assertion is made here, without fear of successful contradiction, that if it were not for the unreasonable prejudice existing in regard to "taking another's place," and the false sympathy in regard to "taking the bread out of a brother's mouth" the place of every member of the B. of L. E. in the country could be successfully filled within thirty days, and the engineers as a class would be more intelligent men than they are at present. As to taking others places, the members of the B. of L. E. always do so whenever it is for their personal interest; they are now, always have been, and in all probability always will be ready to sacrifice any and every one for their personal interest and that regardless of any promises that may have been made or engagements entered into. Instances of this kind could be produced here that would far outrun the space that can be spared within the limits of an annual report. Early in the 70's the conductors of the coal trains on the C. R. R. of N. J., decided to ask more pay and to strike if they did not get it, the engineers, nearly all members of the B. of L. E., [the conductors then were not members of any organization] volunteered their aid to the strikers and told them that they would refuse to pull any one who took their places. Notwithstanding this, on the second or third day of the strike the members of this vaunted B. of L. E. sent a committee to the officials of the road *offering to take the strikers places and run the trains for \$25.00 per month!* They are running those same trains today, not very successfully it is true, but they succeeded in defeating the conductors and have kept the places for the past fifteen or sixteen years and still they hold up their hands and express horror of one who "takes a strikers place." It may do with the "dear public" Messieurs Engineers, but the conductors having learned all about you by experience, are now profiting by the lesson. How many instances of deception and falsehood on the part of engineers occurred during the strike of 1877 it would be difficult to tell, but there were a great many. One instance within my personal knowledge will suffice: The officers of the C., B. & Q. R'y at Creston, Iowa, posted a notice to their employes that all who did not report for duty by a certain hour were dismissed. The members of the B. of L. E. called a union meeting of the engineers, firemen, brakemen and conductors and were instrumental in having a resolution adopted that *no one* should report for duty. All but the engineers respected and obeyed the resolution, but this union meeting had scarcely adjourned before the members of the B. of L. E. met in secret and resolved to report for duty and did so report without giving any notice to the men they had induced to adopt a resolution not to report and the first these men knew of the perfidy of the engineers was the next day after the time for reporting had expired.

The love of the engineer for the conductor so loudly professed has

been plainly illustrated on more than one occasion within the last few years, as for instance, Mr. Arthur refusing to attend a joint meeting of conductors and engineers because Brother Wheaton was to speak at such a meeting; censuring the chairman of their own committee of arrangements for inviting officers of the Order upon the platform at one of their open meetings, and where is the conductor who does not know of some instance where an engineer has beaten a conductor out of a position and who does not know of instances where the engineer has offered to run a construction train for less wages than was paid the conductor? Reflect also upon the treatment accorded your representatives at Chicago when, by the direction of the Grand Division, a communication was addressed to them on the matter of license? To this respectful communication, not the slightest reply has ever been made. They come to you holding out the "right hand of friendship," but in their left hand they hold the dagger to stab you at the first opportunity. Heretofore, I have always deprecated any strife between the engineers and conductors, have been in favor of passing over their insults and injuries without resentment, hoping against hope that a day might come when the members of that organization would change, and practice the precepts they so loudly proclaim; but I now believe that forbearance has ceased to be a virtue and that the Order of Railway Conductors should assert its dignity and the manhood of its members; no longer tamely submit to these men but return to them in the same measure that they have meted. I am rejoiced to know that many members of the Order have done this individually and I sincerely hope that all will do so from this time forth and until engineers prove by something more substantial than words that they wish to more nearly approximate to justice and fairness than they have ever done heretofore.

It is unnecessary to do more than call the attention of members of the Order to the fact that divisions of the B. of L. E. have passed resolutions that after their trouble with the C., B. & Q. should have been settled, no member of the Order should be permitted to run a train where members of the B. of L. E. were employed; and why? because, forsooth, the members of the Order have not been willing to make of themselves stepping stones for the engineers to mount higher; because they have not joined in a fight against their own interests to accommodate the engineer; because, in a word, they have dared to be men and to attend to their duties. I say, with emphasis, the time has come, when conductors should in every instance oppose this organization in its demands of the railway companies, because every time you aid the engineers, you injure your own standing, prospects and probable increase of remuneration.

Where is there an instance on record where the engineers have

ever aided in the slightest degree, any other than themselves? Where is there an instance where they have not, in case of necessity invoked the aid of other organizations notwithstanding their vaunted superiority? They apply to the switchmen, brakemen, firemen, conductors, any one and every one whom they think can be persuaded to aid them and as soon as trouble is over, commence to prate of their organization that keeps itself free from alliance with any other, its members who are all skilled labor and who cannot afford to place their skill on a par with the unskilled labor of other organizations by assisting them. Behold them now on their knees to the switchmen and brakemen's associations! It is time for the conductors to teach railway officers, what the engineers themselves already well know and are anxious to conceal, that nine-tenths of the conductors of the United States are capable and trustworthy engineers. The conductors on the C., B. & Q. have already demonstrated this and they are ready to do it on other roads, and I sincerely hope that the time is close at hand when they will be not only ready but willing to do so all over the United States. To-day the engineer receives pay for the intelligence, knowledge, skill, experience and *responsibility* of the conductor. They have been able to accomplish this result, only through the aid or at least the sympathy of the conductors themselves. They have persuaded the public and railway officers that it required great skill to successfully run a locomotive. If the general public could become acquainted with many of the engineers who are successfully running locomotives they would change their minds in regard to the intelligence required.

It now rests with the conductor to relegate the engineer to his proper place, but he cannot do it by sympathizing with the engineer in all his contests with the railways. The general idea with conductors heretofore has been, that the engineer does not deserve our sympathy, but we can't sympathize with or aid the railway because they have not dealt justly with us. Does it not occur to you that the engineer, by your aid, passive, if not active, has *compelled* the company to give you less than your due in order that it may give him more? Your motto in like cases hereafter should be, not that we love the company more but the grasping, selfish engineer less, and act accordingly.

The members of the B. of L. E. were bitterly opposed to license. Why? because it originated with conductors; but when they were defeated in the Q. strike, how quick they were to call upon State authorities to examine and virtually license, (or rather, as they wished, *refuse to license*) the new engineers employed by that road.

They make a great pretense of accepting only sober, moral men, but we behold the spectacle of hiring bar tenders to leave their business and become members of their organization: men who are noto-

rious drunkards made members of their organization without application from the man himself, but upon the solicitation of divisions of the organization, or at least of committees from divisions. Is proof of these assertions required? If so it will be forthcoming promptly.

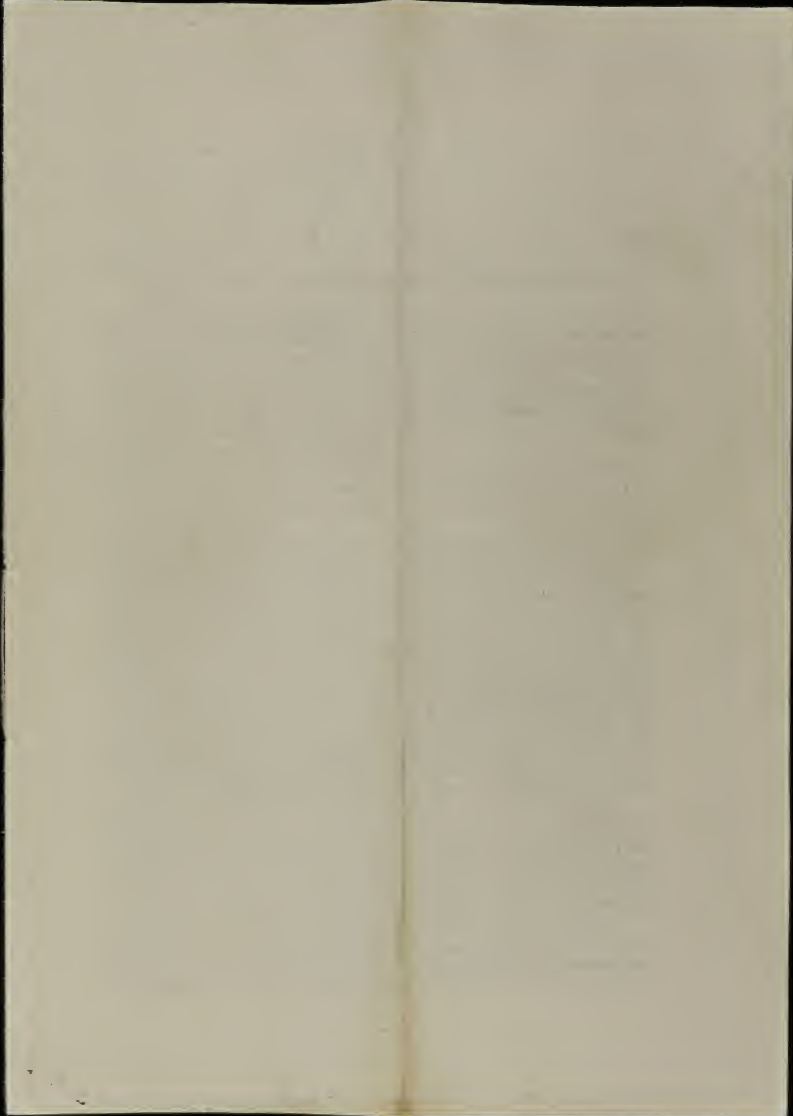
Look at the consistency of the chief officer of the organization: One day proclaiming to the public that if engineers on any road strike, it is entirely with them as individuals; that he as the officer of the organization has nothing to do with it. The very next, saying that members on the Santa Fe who engaged in a strike without his permission have done wrong, violated law, &c.

Let us no longer cater to the engineers to our own undoing, but let us take care of ourselves and our own interests, and when those interests conflict with the interests of the engineers, place our own paramount. Do not violate the rules of the company by which you are employed to pass an engineer under any circumstances. Many of you have did this heretofore and suffered for it. When a conductor is dismissed for passing a member of the B. of L. E., does he receive the sympathy of other members of that organization? Not by any means. They simply say, "he was a fool to do it, or at least to *get caught*." It is bad enough to subject yourself to dismissal for violation of rules in passing a conductor, but don't do it for an engineer who is always ready to "down" you. I shall have no sympathy for any member of the Order who may hereafter be dismissed for passing engineers. *Apropos* of this subject, I quote a paragraph from a paper edited by a member of the Order:

"A passenger conductor running on the St. Paul road between Dubuque and LaCrosse was discharged this week for carrying five C., B. & Q. striking engineers. And yet it is said the other roads are neutral and are not helping the Q."

It would seem to an ordinary mortal that it must have required considerable assurance for *five* of these striking engineers to request any conductor to pass them, even under ordinary circumstances; but to ask it during the strike would seem to be an exhibition of "unadulterated gall" that is heretofore unprecedented. Comment as to the action of the conductor who passed them or on the above quotation as to "sympathy" of other roads, is superfluous.

[*Advance sheets from report of Grand Secretary, Order of Railway Conductors.*]



From the CONDUCTORS' MONTHLY.

OUR ORDER.

Although many times referred to in these columns, and spoken of publicly, there still seems to be a misunderstanding as to the position of the Order on the question which is agitating all circles to-day, namely: "Strikes." While it is generally known that we are opposed to them, it is not as well known that we are to-day the only non-striking organization of railway employes in the country. And while all others are, by their statements at least, opposed to strikes, yet they do not come to the line of non-striking, in the Order sense. We have been asked the reason, many times, and we shall not at this time endeavor to give one hundredth part of the reasons why we have taken this position. One of the tenets of the Order is, that "right wrongs no one." We recognize that every one in this country, governed as it is by the broadest and most liberal constitution and laws, have and should enjoy the free exercise of individual rights. And we of the Order fail to see wherein, legally, can be derived the right of one man to interfere in the business of another. Any man, under our law, has the right to invest his capital, or labor, (which is the laboring man's capital,) whenever and wherever he desires, as long as the contract is satisfactory alike to both parties concerned. We fail to find anything in our laws, or in even good judgment, which compels a citizen of the United States to make a contract with any other citizen; much less to compel that citizen to accept the conditions of a contract imposed upon him by force. When any man, or body of men undertake by force to compel others to accede to their demands, or to the terms of a contract which they did not

view favorably, they have gone outside of their legitimate rights as citizens of this country ; and when any organization assumes to be in possession of such a right, they take the form of a dangerous monopoly ; and there are but few of our American citizens who are in sympathy with them unless they are directly interested.

While it is undoubtedly true that citizens, either individually or collectively, may withdraw their capital or labor from any enterprise in which they may be interested, it does not follow, and is not true, that the parties so withdrawing has the right to use illegal means to compel those who remain in the business to accede to the terms or conditions of any contract which they may propose. The members of the Order of Railway Conductors are law-abiding citizens. They do not propose to allow themselves to be drawn into complications which may render it necessary for them to use illegal means to accomplish a result however desirable ; and it is a well-known fact, apparent to every man, that a strike without the illegal " boycott " can never be made a success. however right (if such it may be called) may be the cause in which it is inaugurated. We believe it to be a fact, conceded by all, that labor is a commodity. Is it not true that any combination, formed for the purpose of forcing the price of any commodity in this country, should meet with condemnation at the hands of every American citizen ? And at this day and age of the world, when we hear so much about " trusts " and " monopolies," is it not peculiar that sympathy should be expressed for one and not for others ? We believe it to be true that not one is conducted in the interest of American citizens as a class.

The Order believes that every citizen should receive an equitable share of the proceeds of his investment ; it believes that every man should stand alike under the laws ; and that his rights as a citizen should be respected ; and it also believes that the surest way to secure the respect for that right is to respect the rights of others.

The members of the Order of Railway Conductors object to making themselves slaves to any man, or body of men ; and we

submit that membership in a striking organization is simply a species of slavery. Any obligation imposed that compels a man to place his liberty of action, at the will of another, certainly curtails his rights as an American citizen, making him the servant of another and subject to his will. A man is found engaged in employment that is remunerative and satisfactory, both to himself and employer; he is getting a better return for his labor than ever before, and is satisfied; but some of his associates are dissatisfied, (and we have never seen the time in railway service when all were satisfied) and the agitation commences, and the result is a general order to "strike." The question presents itself to the man in a different position than ever before. On the one hand, we find a pleasant home, perhaps only partially paid for, a happy and contented wife and loving children, all perfectly satisfied with their lot, a true picture of domestic happiness. On the other, his obligation to obey the orders of some one else, whom he knows full well not to be in sympathy with him or his interests. Yet he must obey and hazard the loss of situation, home, friends, society and everything he holds dear on earth, because the "gang" have got control and he must obey, each member simply taking the form of a piece in a great machine to be operated by a man unknown, who is liable to apply the forces at any moment, and when applied each part must perform its proper functions. Individuality gone, personal interest and responsibility lost entirely in the great rush of the ponderous machine, but there comes a time when it will return with almost crushing force to each and every member when he must face the responsibility. How will it be then? can appropriately be asked. The calling of men from a profitable employment to an unprofitable idleness is too great a responsibility to be vested in any one man or body of men, and should be avoided by every organization. This situation is not overdrawn. There are hundreds of such pictures in this country to-day; and with these pictures constantly before our eyes, can you wonder that conductors resent the idea of entering into this species of slavery? The Order demands that freedom of thought and action shall be

allowed every one of its members; that he as man and citizen has some certain responsibilities of which he is the best judge; and that any rule or law that curtails his right or privilege of using such judgment is wrong. While it may be possible for some men to "put themselves in other places," it is not true in a general sense. What may seem right from my standpoint for another, or our standpoint for another, may not be from others. Hence, we believe that every man should be the custodian of his own interests, and should be left free and unbiased to judge of his own surroundings and circumstances fully under the laws of the country.

A strike of any organization is a public calamity. The stopping of the wheels of industry, or the paralyzing of commerce, are things which we believe should not exist in a free country.

The Order does not believe that one man has the right to jeopardize the business interests of another man; that all men should stand free and equal under the law, and in his citizenship.

Briefly, the Order believes that every man should be a true man, a true citizen, and an honorable man in the community; and we submit that it to-day presents the fairest platform of any organization of men who work for a living that has ever been outlined.

Order of Railway Conductors.

BURLINGTON, IOWA, March 10, 1888.

To all Members of the Order of Railway Conductors:

BROTHERS: We feel it a duty incumbent upon us at this time, to take this means of notifying members of the Order of the situation as it actually exists along the line of the C., B. & Q. road to-day, knowing that the impressions derived from the reports of the press, must, of necessity, be erroneous, as the facts as they exist have never been published in full.

The C., B. & Q. road, (as all are doubtless aware) was the first to refuse to accede to the unjust demands of the members of the B. of L. E. They, in retaliation, ordered a strike to take place on the C., B. & Q. and its proprietary lines at 4 o'clock a. m., Monday, Feb. 27, 1888. At that time all engineers and firemen at terminal points were to refuse to go out; those on the road were to take their trains through to terminals. It was the unanimous opinion among the members of this Order, that the C., B. & Q. would grant their request, but they little knew with whom they had to deal. The railroad officials commenced Sunday forenoon, Feb. 26, to clean up the line, and Sunday night saw all freights abandoned, as fast as engineers and firemen refused to go out. Loyal employees stepped on their engines, and the result was that passenger trains continued to run from that day to this. Conductors and brakemen, with scarcely an exception along the whole line, tendered their services in any capacity where they could be most useful. They ran engines, fired engines, acted as pilots, and performed police duty. All, whether members of any society or not, seemed to vie with each other in showing their loyalty in this time of trouble, and tendering their services in any capacity where needed. This full expression of loyalty on the part of the trainmen was far beyond the most sanguine expectations of any of our officers. While they counted on some remaining firm, they were not prepared to see the spirit of loyalty so universal, and as train after train was taken from its starting point to destination in safety, and nearly on time, by faithful men, they could not find words to express their approval of our acts, and we are satisfied that they will express their feelings in a very substantial way when the proper time comes. March 2, freight trains commenced to move, and to-day we are moving all dead freight and live stock that is offered. On March 9, 178 trains were moved in Iowa alone. The company have all the engineers they want, and they are all old experienced men. They are doing good work, and as soon as they learn the road they will do as good work as those who have just left the service. There has not been an engine burned by these men, nor an accident happened, although the press is full of such reports. They are nearly all men of families, and have come here to stay, and are now looking around for houses to rent, so as to be able to move their families here. They cannot be bought off; the C., B. & Q. officers are satisfied with and intend to keep them. Any engineers, formerly in the service, who report for work, should the company see fit to re-employ them, must take their places

behind all those now in the employ of the company, and be considered new or extra men; no concession will be granted them, and few, if any, will ever be taken back. The above is a condensed report of the late unpleasantness on this line, and the line of policy carried out by the trainmen in its employ. We can assure you that the Order of Railway Conductors have made a great record for faithfulness, and loyalty to principle by its members, among railway officers. To say that we are surprised at the feelings expressed by some members of the Order, in other parts of the country, who appear to sympathize with the engineers in this trouble, is but placing it mildly. This is not a fight between capital and labor, but one between right and wrong. As all know the engineers are the best paid class of men on the railroad, and they are to-day receiving pay that is justly due the conductor. The public have been educated to believe that they were the responsible person on the train, and the conductor merely a figure-head, while we know that modern appliances are being placed upon our engines that greatly reduces the need of unusual skill that may have been required, (in days gone by) to handle this machine, while the conductor's duties are continually growing more arduous and complicated. The engineer has no interests that are identical with ours. They court our friendship to enable them to secure the transportation of their members with us, and to show their feelings, as a class, we insert a portion of a resolution adopted by them at a union meeting held at Kansas City recently, and which we believe fully expresses their sentiments, that "the difference between a scab engineer and a conductor who pilots them over the road is so small that a microscope is not strong enough to find it, and after this matter is settled, we will refuse to pull a train that is handled by an O. R. C. conductor."

Now, brothers, in conclusion, let us say to you as conductors, as employees, as members of the Order of Railway Conductors, that in case the strike spreads, and your road becomes involved, Go thou and do likewise. We are brothers.

Truly yours in P. F.,

E. H. BELKNAP,

W. C. CROSS,

Employees C., B. & Q. R. R.

I have given permission to Brothers Belknap and Cross to issue the above circular.

G. C. C.
G. C. C.

Justly Indignant Almas.

(From The Omaha Bee.)

ALMA, Neb., May 9.—To the Editor of The Bee: The people of this community are astonished and indignant at the malicious falsehoods that have been telegraphed to the Omaha and Lincoln papers regarding the finding and care of the bodies of victims of the Rope creek wreck on the B. & M. division of the C. B. & Q. railroad, three miles west of here, on April 27.

Not only is every statement that the B. & M. officials or employes either assisted in the search for bodies or took any care of them when found, most maliciously false, but exactly the opposite is true, as can be established by the testimony of hundreds of the best people of both Alma and Orleans. Not only have eighteen of the best business men in Alma, composing the three coroner's juries impaneled to hold inquests on the bodies taken from the wreck, found the B. & M. railroad company guilty of criminal negligence in connection with the Rope creek disaster; not only have two of these juries especially censured the criminal negligence of Eugene White, the section boss here; not only has it been proved by the contradictory statements of this man White, but by the testimony of other witnesses as well, that White has lied in regard to important incidents of the wreck and its causes, but from the day of the wreck until the present time not one of the officers or employes of the B. & M. railroad company have ever lifted a hand to assist in the search of the missing bodies, and for this neglect the company has been censured by two juries.

It has been shown by testimony before the coroner's juries that three days before the wreck Bridge Foreman Anderson, of Red Cloud, had repaired the Rope Creek bridge, previously reported unsafe, and that he then reported it O. K. and took off the slow orders. The conductor swore to receiving slow orders for that bridge on the morning of the wreck, and yet neither he nor the engineer took the trouble to stop before going upon the bridge. The conductor and brakeman swore that the train was only running at the rate of eight or ten miles an hour, while eye-witnesses declare, and the condition of the telescoped coaches most positively shows, that the speed must have been at least thirty miles an hour. Section Boss White at the first inquest swore that he telegraphed from Alma that morning to stop the train at Orleans, to allow him to get to Rope creek bridge before the train reached it. On the second and third inquests he swore that he never sent such a telegram, and that he had never sworn that he did. His testimony, however, was impeached by a stenographer who had taken his first testimony in full, and by the company's own agent, who swore that White tried to send such a telegram but it was too late, as the train had already left Orleans. White also swore that he went to Rope creek bridge at 4 o'clock that morning two hours before the train was due and found it in good condition, but both he and his family told several parties that he did not waken up that morning or leave the house till 5 o'clock. At the time of the wreck the conductor reported that all the passengers in the wrecked coaches had been accounted for; yet two bodies have since been taken out of the river near the scene of the wreck, and others are believed to be still in the water.

Not only has the negligence of the company and its employes in allowing

the wreck to occur been fully established, but their utter neglect and refusal to search for bodies is known to all our people. And then to have a lying correspondent, who was kicked out of this town for general cussedness, telegraph to the papers giving the officials and employes of the company the credit for something they absolutely refused and neglected to do, is enough to make our people indignant. Sheriff Allen and the people of Alma are entitled to the credit for finding these missing bodies, as they have never for a moment relaxed their vigilance in the matter, and the B. & M. is entitled to nothing but the contempt of all good people for the brutal course its employes have pursued in this matter. So far from rendering any assistance in getting at the facts in the case, they have done all in their power to cover up the extent of the wreck, and it is rumored that they even contemplated burning the wrecked cars in order to prevent the finding of more bodies, but this move was checkmated by Sheriff Allen, who kept a constant watch on the wreck. To show the spirit of the company's employes toward the people of Alma, one incident will suffice. This morning Charles Eaton, one of the men who was perhaps fatally injured in the wreck, and who has been receiving every care and attention at the hands of our people, was taken to his home in Lincoln and a delegation of leading business men volunteered to carry him from the hotel to the depot on a stretcher. After they had placed him in the car an impudent employe began abusing these gentlemen, calling them "hay-seeds," "grays," etc., and the acting agent of the company, one Harris, then came out and ordered them off the platform, alleging that they were trespassers. This is the same agent who at the time of the wreck refused to send telegrams to the relatives of the dead and wounded without being paid in advance.

If there is any doubt as to the truth of these statements, the affidavits of all the prominent business men of Alma can be promptly furnished to substantiate them if they are required. The correspondent from Orleans has not only imposed a tissue of falsehoods upon you, but the people of this community have been placed in a false position before the public, and they desire that they be set right. We have been abused for doing what the company itself should have done, and if acts of humanity and common decency be liable to censure, then let us be censured, but when a corporation withholds from the victims of its own negligence the treatment that suffering humanity deserves, in Heaven's name let it not lay claim to the credit of a decent action when others are entitled to it.

The Lincoln Journal has refused, I am told, to publish a statement of the above facts which was recently sent it. Will you? JUSTICE.

Notices have been posted in all division round-houses of the Chicago, Burlington and Quincy railroad that after May 20 all engineers not able to run their engines without the aid of pilots will be dismissed, an order which, it is said, will take off about 60 per cent of the engineers.—[Chicago Inter-Ocean, May 19th.]

We thought the C. B. & Q. had in their employ only competent engineers, also is not one confronted with the question, did the stockholders endorse the late management? If so, why this order to let the scabs go?



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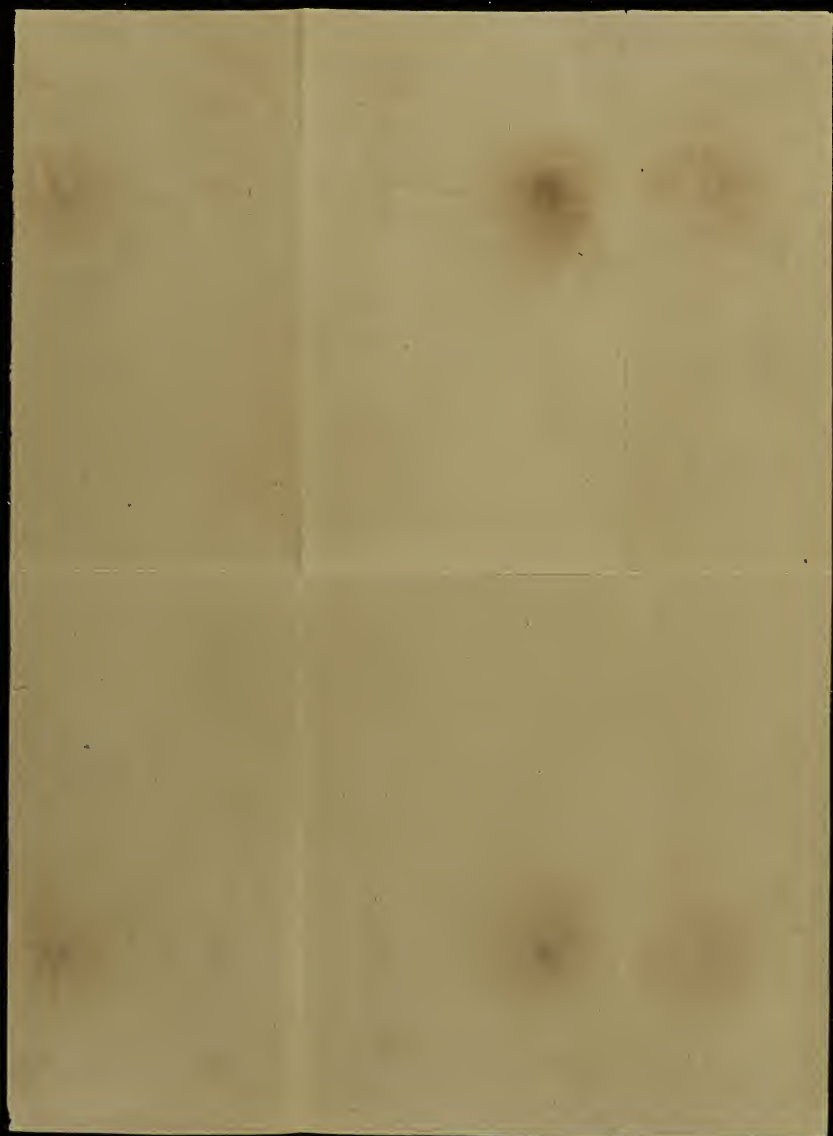
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AURORA, May 23.—The west bound fast mail this morning came into collision with a Chicago Burlington & Northern freight at South Aurora, about 4 o'clock. The two engines came together so squarely that neither was thrown from the track, though both are badly wrecked, and so securely locked together that four hours' labor by the wrecking crew has not yet effected their separation.

The "Q" Strike

The engineers and firemen again vote for a continuance of the warfare. The Burlington strikers in compliance with instructions from their grand officers voted Tuesday night in Galesburg, Ill., on the question of continuing the strike. The same action was taken at the other lodges of the "Q" system and word from Denver, Evanson, Burlington and other points indicate that the action generally was for continuance. The reason given for this vote is that the three months duration which, according to its constitution the Brotherhood could pay wages to the strikers have expired, and the grand officers wanted the sentiment of the strikers themselves on the question of continuance before devising means for financial support of the strikers. It is thought that the support will come from an assessment levied on the Brotherhood men throughout the country.



Dunsmuir Delany
25.88 California

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Pellegren 555

*The undersigned
is mine*

AURORA, ILL., September 14th, 1888.

As it has been a long time since we have written a general letter, (having trusted greatly to others, and printed documents for your information) we feel it our duty to once more address you and give you good cheer and information of this great cause which we are struggling for. We expect and hope that this letter will be read by all members of your division, as it is intended for each one. A great many may think the strike on the Q. is getting to be an old story, but that is not the case; the strike is just as good as it ever was, and the men are just as determined and solid, and the company is losing money as fast, if not faster, than when the strike first began.

Wrecks are very numerous, only a few days ago they had one of the greatest wrecks on the K. C. Branch, in which the loss figures nearly \$100,000.00; and on the 6th inst. they had one on the east end so bad that a track was built around it, and all trains were delayed five hours, but not a word was published in the Chicago daily papers. Before the strike it was so unusual to see the wrecking car go out that every one would stop and ask, and wonder, where it was going; and now it is impossible for the wrecker to do the work, and a great many of the wrecks are burnt to help the wreckers and to hasten the clearing of the track before some photographer takes it, or too many of the public see it to advertise it. The company has for the last ten days been trying to get some of the old men back, and it is generally understood that H. B. Stone had promised the directors the return of 300 of the old men provided they would not have to work under Pinkerton guards, and that providing he (Stone) got 300 of them he would keep his position; and if not, he would loose it. We can say right here, that he never will get any number of strikers unless he makes a settlement with the whole through their representatives. We must not think of ever giving up this fight, for it is not far before winter will be upon us, and then they will have to come to it, or have their road sink into the hands of a Receiver, and he will have to settle with the strikers if he wishes to run the road, for as it is now the best of weather, and the scabs having wrecks and break downs, how will it be in the winter and in foggy weather which is soon to come. The company is doing only about fifty per cent. of their former business; that is one reason why the scabs are getting along so well, but were they doing a good business they would not have scabs enough, and those they have could not keep out of trouble.

We hope the Brothers on other systems will excuse us for not writing oftener, for you can rest assured that we have lots of writing to do over our own system. There has been an impression formed by some of the brothers on other systems that the strikers are leaving here to take jobs elsewhere. There are a few that have gone, we should judge probably forty of the whole system, and they went because they had no trouble in getting work, but that the men are running over the country looking for jobs is all a great mistake, for the men feel too confident of winning this fight to be spending their money looking for work elsewhere.

We hope that great good will come of our next convention, and that our Constitution and By-Laws will be changed, so that when we go to war, we will have better rules and laws to work by. We also hope that there will be a federation of the four B.'s, and laws passed so that when there is to be a strike, every man can know of it and keep scabs away, and have our committee stationed all through the country to instruct the men, so that we will not be working in the dark so much. We could speak of a great many mistakes that have been made, but this is not the place for everything that was done was done in good faith, and the mistakes that were

to the convention that will do us some good in the future. Let us also have a sinking or striking fund, so that our enemies may know that they have something to meet. We do not mean that all R. R. managers are our enemies, or that we want any ill feeling to exist between employer and employee, for we would rather settle difficulties peaceably and with good feeling toward one another, but when we come in contact with stubborn, tyrannical officials that won't listen to reason, we can learn them a lesson that will cost them their positions, and should they even be the greatest stockholders. We tell you, Brothers, when capital combines, it is high time that we combine, and if any Order is foolish enough to think that they are the big I am, or that they can paddle their own canoe, let them see where they will land, for capital is not friendly to labor, when they are in a strike, and will only use the foolish scabs for tools, and after the trouble is over give them the cold shoulder. But to come back to the Q. strike. How can the Q. road ever expect to do any business next winter, when now in good, clear, warm weather there is hardly a day passes but what they have a collision somewhere on the system, and at the rate that they are losing money. We know that it is worth all the money to the strikers that they have lost, and it is also worth the same amount to every engineer or fireman that expects to make a living at his present employment to win this strike.

We must not be discouraged, for the harder the fight, the greater the victory, and as there has been nothing to encourage the company, and to discourage us, we can see no reason why we should at the present time, when the company is most pressed (for they fear the winter) relax in this battle. No. We as strikers will not, and the Brothers at large will not, and when your delegate goes to the convention, give him some good instructions and power to act, and let us win this, the *test* fight for right and recognition; for after this fight is won, and a federation been formed, there will be no more trouble, for we know that labor will not ask for more than it deserves and will listen to reason and capital will have to come down off its dignified perch and be reasonable and our motto will rule. "Come, let us reason together." So, Brother, keep your shoulder to the wheel and we will soon see the clouds depart and the beautiful sun shine over our noble Orders, and the great capitalist will know that there is yet a God in Israel, and that he has not forgotten the laboring men. Hoping that this will be received in a brotherly spirit by all, and that some good may come of it, we are,

Yours, Fraternally,

CORRESPONDING COM., DIV. 32.

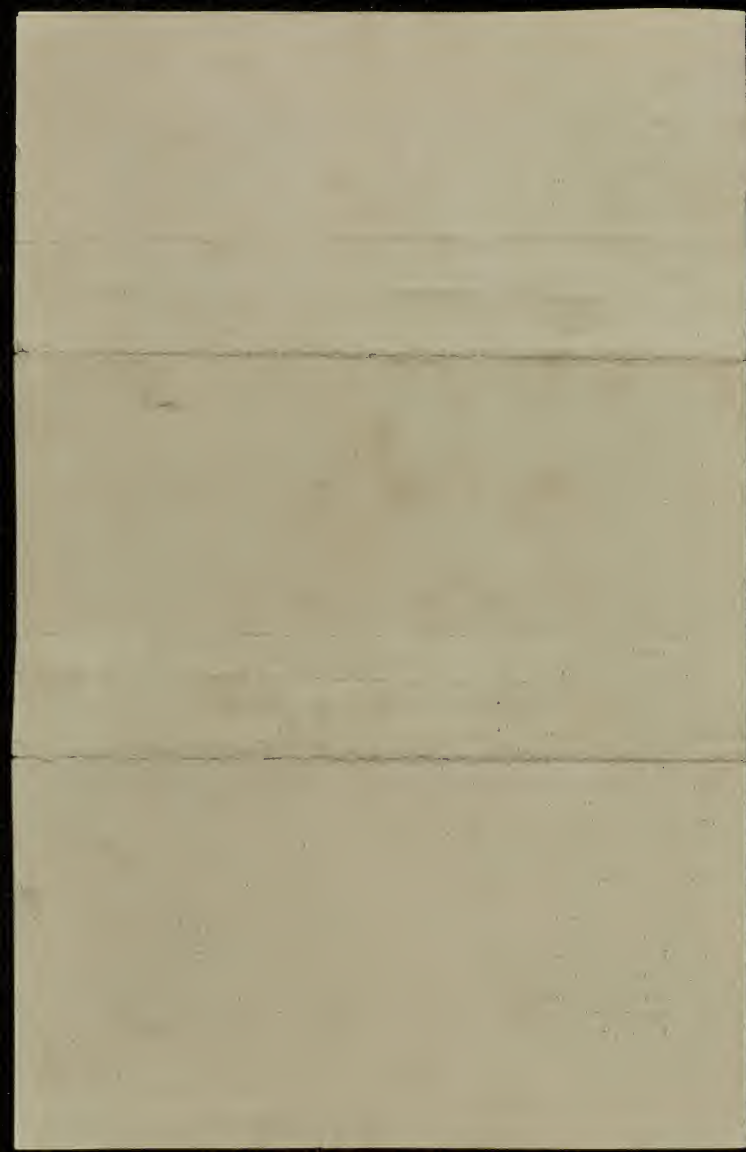
(Address all communications to J. A. BAUERISEN, 75 So. Anderson St.)

P. S.—Money has been very short with the firemen and it would be well for the Brothers to take in consideration the money that is earned by the engineers in comparison with the firemen, and help them along. Money paid to this cause is only a loan, for we will all receive full value and a reward hereafter. Strikers all firm. News from all along the system good; big wreck at Violet, near Wymore, just reported, with about thirteen killed, had end collision.

made were discovered afterwards; but nevertheless we have done nobly, and we will keep on doing so until we gain the victory; and we hope that all Brothers will see the necessity of being prompt with their assessments, for strikers cannot live without money, and as winter is approaching will have to have something to keep warm with. We hope, Brothers, that you consider what it is costing the striking Brothers, in comparison to what it is costing you; and then again, don't think that because Dick don't give more than so much, that you can't give any more. We can assure you, Brothers, that the Q. is loosing ten times as much money as is raised by the Brotherhood, and well can its members afford to pay their monthly assessments to down the Q. in this test fight, for that is what it is, a TEST fight, and the one that wins will carry off the medal, and it will be the B.'s, if their members do their duty; and we can tell you, Brothers, you will never regret what you have given to the Q. strike; and we hope that each and every one has the interest of this strike at heart to do all in their power to make it a success. You may say, well, I can't do much, let Tom do that. Not so, let Tom do his part, and you do yours. Do not let somebody else do your part, do it yourself. And above all, look out for men that try to discourage you by telling you they heard so and so, and that the strike is lost, and the men are looking for work, and that scabs are good runners, and that they have got more men than they want. We tell you, Brothers, we will win, even if we have got some men in our ranks that will carry stories for R. R. companies; and when this fight is won, and a federation is formed, R. R. corporations will act more like men, and not so much like tyrants, and they will have to have men in offices that are gentlemen; that will use us like men and adjust our grievances when they exist.

It has and is costing the strikers a great deal, but they are satisfied if the Brotherhood at large will support them in the future as in the past \$40 is small pay, but when we consider what we are working for we do not grumble. Now, Brother, this fight is not one road's fight, but every system's in the country, and every small road also. You may think a small road would stand but a little show when the large Q. system can find so many scabs. Let us give you an idea of how strikes can be won on small roads.

Let the B. of L. E., the B. of L. F., the B. of R. B., the S. M. A. S., (and if the O. R. C. will change their tactics, and kick out their scabs and scab sympathizers) have a Grand Adjustment Board with power to act and control of all the systems. This board to consist of an equal number from each Order; and then under them a Grievance Committee for each system; and let all the different Orders convene their Com. once a year, at the same time and place on their respective systems, and if there be any grievance let it be brought before the Committee on the system and have this Committee wait on the proper officers, and if they strike a (H. B.) Stone, let this Committee refer it to the Grand Adjustment Board, and if they sanction a strike after trying to settle peaceably, let it be a strike of all the orders in the federation, (for no one should work with a scab) so let it be a strike of them all at once, and let the Grand Adjustment Board stop other roads from handling cars belonging to the road the strike is on, or even receiving cars from or delivering to them, and if said roads refuse, give them the same medicine, and we assure you we can win on the smallest road, were there but three crews on it. We hope this will set some of you (that have longer heads) to thinking, and be prepared to present something



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From the CONDUCTORS' MONTHLY.

OUR ORDER.

Although many times referred to in these columns, and spoken of publicly, there still seems to be a misunderstanding as to the position of the Order on the question which is agitating all circles to-day, namely: "Strikes." While it is generally known that we are opposed to them, it is not as well known that we are to-day the only non-striking organization of railway employes in the country. And while all others are, by their statements at least, opposed to strikes, yet they do not come to the line of non-striking, in the Order sense. We have been asked the reason, many times, and we shall not at this time endeavor to give one hundredth part of the reasons why we have taken this position. One of the tenets of the Order is, that "right wrongs no one." We recognize that every one in this country, governed as it is by the broadest and most liberal constitution and laws, have and should enjoy the free exercise of individual rights. And we of the Order fail to see wherein, legally, can be derived the right of one man to interfere in the business of another. Any man, under our law, has the right to invest his capital, or labor, (which is the laboring man's capital,) whenever and wherever he desires, as long as the contract is satisfactory alike to both parties concerned. We fail to find anything in our laws, or in even good judgment, which compels a citizen of the United States to make a contract with any other citizen; much less to compel that citizen to accept the conditions of a contract imposed upon him by force. When any man, or body of men undertake by force to compel others to accede to their demands, or to the terms of a contract which they did not

view favorably, they have gone outside of their legitimate rights as citizens of this country ; and when any organization assumes to be in possession of such a right, they take the form of a dangerous monopoly ; and there are but few of our American citizens who are in sympathy with them unless they are directly interested.

While it is undoubtedly true that citizens, either individually or collectively, may withdraw their capital or labor from any enterprise in which they may be interested, it does not follow, and is not true, that the parties so withdrawing has the right to use illegal means to compel those who remain in the business to accede to the terms or conditions of any contract which they may propose. The members of the Order of Railway Conductors are law-abiding citizens. They do not propose to allow themselves to be drawn into complications which may render it necessary for them to use illegal means to accomplish a result however desirable ; and it is a well-known fact, apparent to every man, that a strike without the illegal " boycott " can never be made a success. however right (if such it may be called) may be the cause in which it is inaugurated. We believe it to be a fact, conceded by all, that labor is a commodity. Is it not true that any combination, formed for the purpose of forcing the price of any commodity in this country, should meet with condemnation at the hands of every American citizen ? And at this day and age of the world, when we hear so much about " trusts " and " monopolies," is it not peculiar that sympathy should be expressed for one and not for others ? We believe it to be true that not one is conducted in the interest of American citizens as a class.

The Order believes that every citizen should receive an equitable share of the proceeds of his investment ; it believes that every man should stand alike under the laws ; and that his rights as a citizen should be respected ; and it also believes that the surest way to secure the respect for that right is to respect the rights of others.

The members of the Order of Railway Conductors object to making themselves slaves to any man, or body of men ; and we

submit that membership in a striking organization is simply a species of slavery. Any obligation imposed that compels a man to place his liberty of action, at the will of another, certainly curtails his rights as an American citizen, making him the servant of another and subject to his will. A man is found engaged in employment that is remunerative and satisfactory, both to himself and employer; he is getting a better return for his labor than ever before, and is satisfied; but some of his associates are dissatisfied, (and we have never seen the time in railway service when all were satisfied) and the agitation commences, and the result is a general order to "strike." The question presents itself to the man in a different position than ever before. On the one hand, we find a pleasant home, perhaps only partially paid for, a happy and contented wife and loving children, all perfectly satisfied with their lot, a true picture of domestic happiness. On the other, his obligation to obey the orders of some one else, whom he knows full well not to be in sympathy with him or his interests. Yet he must obey and hazard the loss of situation, home, friends, society and everything he holds dear on earth, because the "gang" have got control and he must obey, each member simply taking the form of a piece in a great machine to be operated by a man unknown, who is liable to apply the forces at any moment, and when applied each part must perform its proper functions. Individuality gone, personal interest and responsibility lost entirely in the great rush of the ponderous machine, but there comes a time when it will return with almost crushing force to each and every member when he must face the responsibility. How will it be then? can appropriately be asked. The calling of men from a profitable employment to an unprofitable idleness is too great a responsibility to be vested in any one man or body of men, and should be avoided by every organization. This situation is not overdrawn. There are hundreds of such pictures in this country to-day; and with these pictures constantly before our eyes, can you wonder that conductors resent the idea of entering into this species of slavery? The Order demands that freedom of thought and action shall be

allowed every one of its members; that he as man and citizen has some certain responsibilities of which he is the best judge; and that any rule or law that curtails his right or privilege of using such judgment is wrong. While it may be possible for some men to "put themselves in other places," it is not true in a general sense. What may seem right from my standpoint for another, or our standpoint for another, may not be from others. Hence, we believe that every man should be the custodian of his own interests, and should be left free and unbiased to judge of his own surroundings and circumstances fully under the laws of the country.

A strike of any organization is a public calamity. The stopping of the wheels of industry, or the paralyzing of commerce, are things which we believe should not exist in a free country.

The Order does not believe that one man has the right to jeopardize the business interests of another man; that all men should stand free and equal under the law, and in his citizenship.

Briefly, the Order believes that every man should be a true man, a true citizen, and an honorable man in the community; and we submit that it to-day presents the fairest platform of any organization of men who work for a living that has ever been outlined.

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THE FACTS AS THEY EXIST.



TO THE PUBLIC:

CHICAGO, March 17th, 1888.

The officers of the Chicago, Burlington & Quincy Railroad Company have circulated throughout the country what we shall show to be a very misleading statement of the matters in issue between the engineers and firemen formerly employed on that road and themselves. For the purpose of more effectively misleading the public the circular is addressed to the engineers and firemen. Of course, it is intended for the public.

We shall not resort to the trick of addressing the Chicago, Burlington & Quincy Road, but address the public, for whom this is intended, directly.

In the Road's circular referred to, which is under date of Feb. 22, appears the following:

The important changes which your committee suggests are as follows: "First. Pay to be governed solely by the miles run, without regard to other conditions or circumstances.

"Secondly. A large average increase in existing rates of pay.
"Third. The abolition of any classification based upon length of service, age or experience."

In relation to the first statement we reply that we have requested our compensation to be fixed by the mile, because that is the method upon which compensation is based on nine-tenths of the railroads in operation in the United States. It is misleading to say that this compensation is sought to be fixed "without regard to other conditions or circumstances."

True, there are some runs on branches of the "Q" road where the engineers' responsibility appears to be less than that on the main lines, because he has to haul a smaller number of cars. But the road carefully conceals the fact that on all of these branches where the engineer has a smaller number of cars to care for he is compelled, at the end of his trip, to take care of his engine by performing the work known to engineers as that of a "hostler." The imposition of this labor upon him saves the company the expense of employing a man at this work. On the main lines the engineers' work is ended when his train is taken in to its point of destination, and the work of the hostler is done in the round-houses by an extra man employed for that purpose. It will therefore be seen by the public that the men who are supposed to have easy runs under the present system are compelled to do extra work in addition to those easy runs, and are so worked as to save the company the wages of a hostler.

While it is correctly stated that we ask our pay to be based upon the number of miles run, it must also be understood that we care very little about the terms used by the road. They can continue to pay by the trip in place of paying by the mile, if they prefer that system, providing, however, that they pay us as much as other roads pay for trips of the same length. The fact is that it is as broad as it is long how the wages are computed, whether by mile or by trip. If the desire is to pay men honestly and fairly, without throwing any dust in their eyes, or in the eyes of the public, at the same rates as other roads, it will be seen that it is immaterial whether the compensation is termed by the trip or by the mile. To illustrate: If a man runs one hundred miles on a passenger train we say he should be paid \$3.50. This rate is paid by the Rock Island Road, the Santa Fe Road, the Wabash system, and other roads too

numerous to mention. The "Q" Road, not desiring to pay upon the basis which would enable a fair comparison of its wages to be made with those of other companies, abandons the mile scheme and simply says: "We will pay you \$3 for the trip," which means, in other words, $\frac{3}{2}$ cents per mile for what other roads pay $\frac{3}{2}$ cents for. We think this pretense is too transparent to need very much discussion.

Second. It is true that we demand a large average increase in existing rates of pay. But the public must not be misled into the supposition that we are demanding a large increase from the "Q" over what is paid by its rivals. If the "Q" gives to us the large increase which we demand, it will only then place us on a footing with the employes of other roads, and it will only then be called upon to pay precisely what its neighbors and rivals pay and have paid for years. If it is a fact that it will require a large average increase of our wages to be made before we are placed on an equality with the employes of other roads—and we concede that it is a fact—this only proves that for many years the "Q" has had the advantage of shaving from its employes a large portion of the wages which it should have paid them. Although in justice we ought to ask it to make restitution for the past we do not do so. We only ask it to deal fairly with us in the future.

In answer to the third point made by the Road, viz.: That we ask the abolition of any classification based upon length of service, age or experience, we have to say that that statement is also misleading. Our position is this: If an engineer be competent to take charge of the best train on the "Q" road then he ought to get the best pay, and it is immaterial whether he is thirty or ninety years old. When the "Q" road places a man in charge of one of its great express trains, and intrusts to him the precious lives of its patrons, by that act it certifies that he is a first-class engineer, and he ought to receive pay on the road's own certificate.

Our position is: That a man who does the work of a first-class engineer ought to receive the pay of a first-class engineer.

The "Q's" position is this: It places a man in a position which requires at his hands the skill and ability of a first-class engineer. The first year he is in that position it pays him much less than a first-class engineers' wages. The second year it slightly advances his wages, but still keeps them less than the first-class engineers. The third year he is paid their highest wages for an engineer. The result is that it is constantly gaining, from the men who are only serving in their first and second year, a large discount of wages. It also gains all the percentages in this transaction, because a number of men who work the first or second year do not stay in the company's employ long enough to be entitled to the first-class wages that are given to the man who has served his third year. These first and second year men who happen to leave to engage in other occupations are replaced by other first and second year men, and so the road manages to keep a large percentage of employes at under rates. We have no objection to its paying those who have been a long time on the road any extra gratuity it wishes. Nor will we ever complain if in its generosity it desires to pension men who have served it faithfully for a great many years. But we do insist that one of two things must be true: Either, first, that the engineers are first-class men and entitled to first-class pay; or, second, that the public is deceived when it is asked to travel on trains run by men who are entitled only to second or third-class compensation.

What is said in relation to the engineer applies also to the case of the firemen, because on all the roads the firemen's wages are based upon those of the engineer, and the fireman receives from 55 to 60 per cent of what the engineer's wages are. Therefore a shaving down of the engineer's wages

means a shaving down of the fireman's wages, so that on all sides the peculiar system adopted by the "Q" Road manages to punish its workingmen and enlarge its treasury.

But have we just cause of complaint? Are the engineers and firemen of the "Q" Road seeking to take any advantage of that corporation? Have they just cause of complaint? Are they paid now as well as employes performing like services on rival roads?

We invite the attention of the public to the following comparisons: On the "Q" Road there is a round trip between Rockford and Aurora which is made 26 times a month by the engineer.

On the Northwestern Road there is a round trip between Rockford and Chicago which is also made 26 times per month.

The Northwestern round trip is 22 miles greater than the "Q" round trip. The Northwestern engineer travels 572 miles per month more than the "Q's" engineer.

At the rate of compensation asked by the engineers, viz: $3\frac{1}{2}$ cents per mile, the Northwestern road should only pay \$20.02 per month to the engineer on the Rockford-to-Chicago trip greater than that paid to the "Q" engineer who runs on the Rockford-to-Aurora trip. But the fact is that the "Q" road pays its engineer only \$104.00 per month, while the Northwestern pays its engineer \$175.00. The "Q" engineer holds just as responsible a position as the engineer on the Northwestern. He has to cross three intersecting roads in the making of his trip, and in addition to his work as an engineer the labor of hostling, or caring for the engine, is imposed upon him, while the engineer for the Northwestern is not obliged to care for his engine. The latter's work begins when he jumps on the engine at one end of the trip and ceases when he delivers it at the other end.

On the Pan Handle Road the freight engineer who runs from Indianapolis to Bradford, a distance of 105 miles, receives \$4.25 for the trip, his fireman receives \$2.15.

On the "Q" Road the round trip run from Galesburg to Peoria is 105 miles for which the engineer receives \$3.60 and the fireman \$2.10.

From Quincy to Colchester, the round trip, is 107 miles. The "Q" Road pays its engineer for that trip \$3.75, and its fireman \$2.15.

For runs of 100 miles on the Union Pacific Road the engineer on passenger trains receives \$3.85. The "Q" Road is a competitor of the Union Pacific, and for a long distance travels over parallel lines through country of precisely the same character. Yet we have only asked \$3.50 per 100 miles for a passenger engineer on the "Q" Road.

The engineer on the Sterling-Branch run draws \$34.10 for 90 miles. He stops in Rock Falls six hours, and takes care of his own engine. The engineer that runs the Batavia and Geneva Accommodation receives \$87.10. And the Chicago and Northwestern pays for like runs \$96.20, the distance being two miles greater on the Chicago, Burlington and Quincy.

The reason we ask more pay for the branch runs is to compensate the men for the extra work done, on account of the engineers having to do the work of a machinist.

The engineer on the Rockford Way Freight runs nightly (twenty-six nights constituting one month), for which he receives \$56.00. Fireman, \$35.00 per month.

The engineers on the Fast Mail, Chicago, Burlington and Quincy, 125 miles per day, receive \$97.50 for twenty-six days' time. The engineers on the Chicago and Northwestern, for the same services, receive \$120.00.

The runs on the main line of the Chicago, Burlington and Quincy, 125

miles per day, 35 days per month, amount received, \$131.00. On the Trunk Lines out of Chicago for the same service the engineers receive \$161.00.

The engineers on the Buda and Vermont Branch of the "Q" line, 188 3-10 miles per day, 26 days constituting one month, receive for same \$125.50. The Chicago and Northwestern Railroad pays for like service \$181.00.

We desire further to state that no first-class engineer on the Chicago and Northwestern receives less than \$96.20 for 26 days' work, if ready for duty.

The Rock Island Road pays its engineers on *all* of its passenger trains \$3.60 and its firemen \$2.15 for the 100-mile run from Galesburg to Quincy.

The Quincy Road only pays \$3.50 for this same run to the engineers on a few of its heaviest trains—like the Kansas City one,—and on all other trains it pays only \$3.37½. It only pays its fireman \$2.00 when with the engineer who is paid \$3.50, and \$1.90 when with the engineer who receives \$3.37½.

The Rock Island Road pays \$4.15 for a run of 100 miles to its freight engineers, and does not require them to act as hostlers for their engines.

The Quincy Road pays its freight engineer on the 101-mile run from Galva to New Boston, \$3.75. This run is on a branch road and the engineer is compelled to do hostlers' duty for his engine at both ends of his run.

Let us compare two short runs: The first is on the Chicago, Milwaukee and St. Paul Road. The round trip between Chicago and Elgin is 74 miles, for which the engineer is paid \$3.70. The engineer has full control of his time every second day and has not to act as hostler for his engine. The second is on the "Q" Road. The round trip between Chicago and Aurora is 77 miles. The engineer is paid \$3.35. He has to "hostle" his engine, and his entire time belongs to the road. Some days he has to be under the orders for 18 hours per day.

Complaint is made in the Road's circular because we asked that "Galesburg Division engineers and firemen be not required to run east of Aurora." The idea sought to be conveyed by the company is that this request is unreasonable and calculated to impose greater expense on the road. The fact is that compliance with this request will not impose one cent of extra expense on the road. No objection has been offered to running *the engines* through from Galesburg to Chicago. The change of crews—engineers and firemen—at Aurora will not increase the company's outlay. There are about 300 of the engineers and firemen who live in Aurora. Many of these men own their homes; some of these homes, however, are not entirely paid for. If they are compelled to run from Galesburg to Chicago and return, they would have to sacrifice their property and remove either to Galesburg or to Chicago. They ask that the crews be made to run on the one end of the route only, from Chicago to Aurora and return, and on the other end only from Galesburg to Aurora and return. If we were paid on the mile system, the change of crews would not cost the road one cent.

It is also complained that we ask that some arrangement be made in relation to passing Brotherhood men on the "Q" trains. We make no demand in this regard. Our purpose in making this request was to get some uniform rule put in force on this road the same as prevails on other roads. We have no right to demand this. We did not demand it. Our desire was, while we were negotiating to get this question now unsettled so determined that the conductors would hereafter know precisely what to do, and thus be able to avoid conflicts. The company can decide this as it pleases. It does not stand in the road of a settlement.

S. E. HOGE, Chairman Committee.

TO THE PUBLIC AT LARGE.

THE MEMBERS OF THE

BROTHERHOOD OF LOCOMOTIVE ENGINEERS

ON THE CHICAGO, BURLINGTON & QUINCY RAILROAD

Desire to call your attention to the following statement, which is correct, in order to place us in the proper position before the public at large:

93 The Engineers on the Rockford run on the Chicago Burlington & Quincy Railroad receive \$104.00 per month (26 days' time). The Engineers on the Chicago & North-Western Railroad receive \$175.00 per month (26 days' time); the difference in miles the round trip being only 22 miles per day.

" The Engineer on the Sterling Branch run draws \$84.10 for 90 miles; he lays in Rock Falls 6 hours, and takes care of his own engine. The Engineer that runs the Batavia and Geneva Accommodation receives \$87.10. And the Chicago & North-Western pays for like runs \$96.20, the distance being two miles greater on the Chicago, Burlington & Quincy."

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The Engineers on the Buda and Vermont Branch, 188 8-10 miles per day, 26 days constituting one month, receive for same \$123.50. The Chicago & North-Western Railroad pays for like service \$181.00.

We desire further to state that no first-class Engineer on the Chicago & North-Western receives less than \$96.20 for 26 days' work, if ready for duty.

P. M. ARTHUR,

Grand Chief Engineer Brotherhood of Locomotive Engineers.

March 5/88

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CAPITAL VS. LABOR!

Latest From the Seat of War--C., B. & Q. Falsehoods Again Denied.

To all organized labor and the producing classes of America:

We want to present to your serious consideration the condition of things as they exist at the present time in this country. That while we recognize the right of capitalists to protect themselves, and we do everything we can to assist them in maintaining to them what the producing classes of this country create; yet, said capitalists deny us, by every means in their power, to follow the example they have set down for us and which we are compelled to do on account of their tyrannical actions, viz:—to organize as citizens of a common country under laws, to protect ourselves. We would particularly call the attention of the Farmers to the methods practiced by the Railroad Companies, which they have to come directly in contact with. Has it ever been known that Railroad corporations consulted the farmer's interest when they saw fit to raise the price offright on their shipments, or in fact any class of shippers? It is something unheard of. They simply find out how much the producing classes can stand, and generally manage to get the last cent, and if the farmer or merchant should grumble and try and get redress, they would be met through legislation; they would be met by the same corporation and defeated by corruption, for it is a well known fact, as has been proven on investigation, that they not only control legislatures, but unfortunately almost all the courts of the country. So, workmen of America, you see the terrible grasp that monopoly has upon honest labor. They have in every branch of railroad service their organizations, for their protection, as they claim, but as it has been too often proven, for the robbery of the public. First they have their General Managers, their Superintendents, their Freight Agents, their Passenger Agents, their Master Mechanics, and their Road Masters, if you please. They each have their annual convention. Their main object is to adopt the best means by which they can bleed the general public and reduce their working classes to the verge of starvation, so that they amass large fortunes and declare big dividends to their stockholders. These are facts which can be proven by taking their annual reports of any Railroad corporation in this country. In regard to the trouble now existing between the four Brotherhoods and the "Q." corporation, while it is not necessary to state to the outside Brothers the object of these Brotherhoods for the benefit of the public, and which the Railroad Company well know; that there is no man accepted in said Brotherhoods other than a good, law-abiding citizen; no drunkards, no man who would abuse his family or fellow man; and in fact the object of said Brotherhoods is mainly to elevate its members to that standard of responsibility that they may be efficient to their several callings. In fact that has been demanded by the "Q." Company of their employees and strictly enforced up to the 27th day of February, when the old and reliable men were compelled by tyrannical abuses to give up their respective places, and since that time to the present, what has been the condition of the "Q." Road? *Viz:*—The Company have hired and accepted the service of anything and everything; men who are well known to them as drunkards; men who have never had any experience in train or engine service; in fact a class of

men that it is not safe for the traveling public or the shippers to endanger their lives or freight in their care, and they have virtually placed themselves in such a position by the employment of such a class of men that they will never be able to successfully operate with safety to the public or profit to their stockholders the said road, nor in fact the management of any road in this country, under similar circumstances, for it is a well known fact that 95 per cent of the Locomotive Engineers belong to the Brotherhood or other labor organizations, and the majority of the other 5 per cent are men who could not get admission into these orders on account of their drunken, vicious and immoral habits. Now we want to say to the laboring men of America that this battle is not one of wages, as the "Q." Company, through their bought up press, would have the public believe. It is a determined effort on the part of the C. B. & Q. Road to crush out all labor organizations, as the said Company claim: that labor has no right to organize. In proof of this we have only to refer the public to the promises made by said Company to their incompetent men now in their employ, by the payment of at least 15 per cent more than the Brotherhoods asked. This statement can at any time be proven. Another claim made by the officers of the C. B. & Q. Road is that this strike was caused by a lot of hot-heads, as they call them, which we deny as false in every particular. The facts are that this strike has been forced on a class of men who have been in the employ of said Company for the past fifteen to thirty years, and a more conservative class of men are not employed in America, all of which was brought about by the present General Manager, H. B. Stone, and his subordinate officers. To show the incompetency of the men at present employed by this same road, it is nothing uncommon for them to have from five to eight wrecks a day on their system, which they manage to suppress from the public. But they are continually making desperate efforts through their agents all over the system, to make the public believe that they are in a condition to handle all shipments with dispatch, as they were prior to the strike. But when they undertake to make a good or fast run as they did with their old employees, it generally ends with a wreck and a destruction of life and property. This is the actual condition of affairs on the C. B. & Q. system, and will always continue as long as they have incompetent men. By the present attitude of the said Company we can't look at them in any other light but that of a common enemy to all labor and industrial organizations, for their officials have made the *best* that they would break down all labor organizations. Therefore we appeal to you, the laboring men of America, and all liberal-minded men, not for charity, not for ourselves individually, but in the name of the toiling masses of this country we ask you to do all in your power to show this great monopoly that honest laborers have rights which corporations must respect, and we hope you will use your influence, through your organizations and as individuals, to divert and induce traffic of all kinds from the C. B. & Q. Road while it remains under the present unsafe condition. We would say in conclusion that the men now out on a strike on this system for their just rights, have stood the abuses of said Company until it got to be a question almost as bad and degrading as slavery, and we are determined to remain in this same position until they grant us our just rights, which we have always been ready to submit to arbitration. Respectfully,

COMMITTEE OF THE BROTHERHOODS.

SPECIAL CIRCULAR No. 3.

Cleveland, Ohio, April 9th, 1888.

To the Officers and Members of Sub-Division No. _____

BROTHERS:

The Executive Committee having been convened to take the necessary action to provide for the necessities of the Brothers engaged in a strike on the C. B. & Q. road, have submitted the following report, viz:

JERSEY CITY, April 5th, 1888.

Executive Committee Meeting called by Chairman E. Kent. All members present. R. M. Clark was elected Secretary.

[No. 1.]

Resolved, That an assessment of \$5.00 per month be levied upon all assessable members of the B. of L. E., and that the Grand Officers use the same to pay the Engineers engaged in the strike, and in buying off scabs; paying the men \$60.00 instead of \$40.00 per month. This assessment to commence April 1st, 1888, and continue as long as the strike is on. We believe under the present circumstances that this resolution is for the best interest of the B. of L. E. at large. [Adopted unanimously.]

[No. 2.]

Resolved, That we recommend that all Sub-Divisions continue to forward voluntary contributions to enable the buying off of scabs and defraying necessary expenses of the C. B. & Q. strike. [Adopted unanimously.]

Signed,

E. KENT, of 135, Chairman.

R. M. CLARK, of 186, Secretary.

NICK LONG, of 198.

E. TAYLOR, of 189.

E. POTTER, of 61.

This report we heartily endorse, and earnestly urge that strenuous efforts be made to forward the money to this office without delay, so that it may be applied where it is needed and will be of most use. We trust that those who have the money in their treasury, will forward it without waiting to collect, and those who have not, will use the utmost expedition in collecting. The condition of things on the C. B. & Q. remains unchanged. The road is seriously crippled, is doing about 30 per cent. of their former business, and has more than 175 engines burned and destroyed, and instead of gaining ground, is losing, while our Brothers are as firm and as confident of ultimate success as when the strike began, if the membership at large is as faithful to perform as they have been ready to encourage and promise. The matter then is in your own hands, and it remains to be seen whether or not your pledges shall be fulfilled.

In sending your remittances be sure to state distinctly with each remittance just what it is for, that it may be entered and receipted for without delay.

Send your money, when possible to do so, by draft on New York. It saves time, expense and trouble, and that is a much needed item with our present volume of business. Do not order sight drafts, or send by telegraph, for instead of expediting business, it delays.

Last, but not least, remember that upon your action and promptness depends the success of the contest in this prolonged and decided struggle for justice and right.

P. M. ARTHUR, G. C. E.

T. S. INGRAHAM, F. G. E.

DELOS EVERETT, S. G. E.

H. C. HAYS, F. G. A. E.

C., B. & Q. STOCK TUMBLING!

THE STRIKE NOT OFF.

The Burlington's Great Bluff Denied. Farmers,
Merchants and Laborers Read
and Reflect.

ALL ASKED OF YOU IS READ BOTH SIDES OF THE QUESTION AND HEAR THE TRUTH.

IMPORTANT INFORMATION FOR THE PUBLIC!

Once Again the Burlington Deceives the Public by False Statements.

We are desirous of again informing the unwary public that the "Burlington" has once more, through the columns of the subsidized press, declared the "strike off," and would lead the public to believe that they were once more handling freight and stock consignments with the same dispatch and safety that they did before the old employes stepped out of their respective places. Also would they have the public believe that the present employes were of the most skilled in their professions of engineers, firemen and switchmen, all of which is a gross insult to a people whose only means of information is through the columns of this same press.

We know the Burlington Co. have and are at the present time using their financial and other influences to deceive the traveling public and the shippers on said road. The leading papers of the country, with few exceptions, have refused to print one side of the story, and we deem it a duty we owe to the citizens of the country to have our side of the question placed in proper light.

At the beginning of the present trouble the Co. admitted that they could not fill the places of their old employes with competent men, and the head officers expected that a large percentage of the old men would remain loyal to the Co., and when the Co. were surprised on the morning of Feb'y 27th, by all their employes stepping out of their respective places, they then resorted to the only means left them and hired every one that came to them; men that in all their lives had never had any experience on an engine; men of drunken and vicious habits; men that could not get employment in any honorable position or under any circumstances other than an emergency such as now exists on the Q. To substantiate these statements we are willing to court investigation, and have been courting such investigation ever since the strike commenced. The investigations at Creston, Iowa, Aurora, Ill., and other cities along the line of the Q have already proven the truth of the charges we have made, namely, the men employed by the C. B. & Q. as engineers are wholly incompetent and unfitted for the positions they now

hold, and would not now be recognized by any other railroad management. We further state it is not a question of wages that is prompting the Q. management in its warfare upon the men formerly in its employ, as they are now paying the new men wages that far exceed the wages paid the old men. In addition thereto they are paying pilots for each train the compensation of first-class engineers. But the true animus of their warfare was tersely expressed by one of the officials in Creston: "We have broken up the Brotherhood and will break up every other damned labor organization in the country." The struggle is simply a struggle between corporate greed on the one hand, striving to crush out the manly hopes of all those who labor for a living, and labor on the other, seeking to better its condition and elevate the cause of all those whose lot it is "to earn their bread in the sweat of their brow," and this too without seeking to take from capital any of its just rights, or its legitimate profits. We wish the public to understand that this is not altogether on account of wages, but with wages lower than 90 per cent. of all the trunk lines of this country and tyrannical abuse from the management of this road, which has been culminating since the management has been in the hands of H. B. Stone, until patience ceased to be a virtue, and we were obliged to strike to preserve our manhood. We know that the C. B. & Q. Company cannot run the road with the class of men they now have; that they cannot get good men to man the road without getting them from the ranks of the Brotherhood, and to get them they must first sign the schedule we have now in Chicago. The strike is not off and never will be called off until the schedule is signed, and then can only be called off by and with the full consent of the Brotherhood. We are getting our support, and there is no danger of our support being cut off, notwithstanding the reports of the Company and Paul Morton to the contrary. We are out to stay and are sure of winning, and if necessary we will sink the Burlington out of sight or put her into the hands of a receiver.

PER COMMITTEE OF THE BROTHERHOODS.

MAYOR'S PROCLAMATION

WHEREAS, Evil disposed persons have recently, at different times, without cause or provocation, assaulted employes of the Chicago Burlington & Quincy Railway Company while in the peaceful performance of their duties or when passing through the streets, and,

WHEREAS, such assaults are not only a gross violation of the law that vouchsafes the exercise of civil liberty to everyone without distinction, but are an outrage calculated to bring the good name and reputation of the city into disrepute and,

WHEREAS, The said railway company has called upon me to extend to them that protection to person and property to which everyone residing within our corporate limits is entitled,

THEREFORE, I, George Meredith, Mayor of the City of Aurora, by virtue of the authority vested in me by the laws of the State, do issue this proclamation, warning all persons whomsoever, to desist from injuring the property of said Railway Company, and neither by word nor act interfere or molest any of its employes while in the peaceful performance of their duties or when passing through the streets to and from their work. The city marshal and police of the regular and special force are instructed to disperse all unlawful gatherings in and around the passenger stations, the right of way and lands of said Railway company and to promptly arrest all persons caught offending and prosecute them to the limit of the law. The peace and good order of the city will be preserved at all hazards.

GEORGE MEREDITH, Mayor.

Dated at Aurora, Illinois, this 23d day of March, A. D., 1888.



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Wp. 4/11

(Aurora)

TO ALL LABOR ORGANIZATIONS AND THE GENERAL PUBLIC.

The STRIKE IS NOT OFF.

All Asked of You is, **READ BOTH SIDES** and **HEAR THE TRUTH!**

THE COMPANY TRYING TO DECEIVE THE PUBLIC BY FALSE STATEMENTS!

JUNE 7, 1888.

WE ARE desirous of again informing the unwary public that the "Burlington" has once more, through the columns of the subsidized press, declared a "strike off," and would lead the public to believe that they were once more handling freight and stock consignments with the same dispatch and safety that they did before the old employees stepped out of their respective places. Also, would they have the public believe that the present employees were of the most skilled in their professions of engineers, firemen and switchmen, all of which is gross insult to a people whose only means of information is through the columns of this same press.

We know the Burlington company have, and are at the present time, using their financial and other influences to deceive the traveling public and the shippers on said road. The leading papers of the country, with few exceptions, have refused to print one side of the story, and we deem it a duty we owe to the citizens of the country to have our side of the question placed in proper light.

At the beginning of the present trouble, the company admitted that they could not fill the places of their old employees with competent men, and the old officers expected that a large percentage of the old men would remain loyal to the company, and when the company were surprised on the morning of February 27th, by all their employees stepping out of their respective places, they then resorted to the only means left them, and hired every one that came to them; men that in all their lives had never had any experience on an engine; men of drunken and vicious habits; men that could not get employment in any honorable position, or under any circumstances other than an emergency such as now exists on the Q. To substantiate those statements we are willing to court investigation, and have been court-ing such investigation ever since the strike commenced. The investigations at Creston, Iowa, Aurora, Ill., and other cities along the line of the Q., have already proven the truth of the charges we have made, namely—the men employed by the C. B. & Q. as engineers are wholly incompetent and unfitted for the positions they now hold, and would not now be recognized by any other railroad management. We further state it is not a question of wages that is prompting the Q. management in its warfare upon the men formerly in its employ, as they are now paying the new men wages that far exceed the wages paid the old men. In addition thereto, they are paying pilots for each train the compensation of first-class engineers. But the true animus of their warfare was tersely expressed by one of the officials in Creston: "We have broken up the Brotherhood, and will break up every other damned labor organization in the country." The struggle is simply a struggle between CORPORATE GREED on the one hand, striving to crush out the manly hopes of all those who labor for a living, and LABOR on the other, seeking to better its condition and elevate the cause of all those whose lot it is "to earn their bread in the sweat of their brow," and this, too, without seeking to take from capital any of its just rights, or its legitimate profits. We wish the public to understand that this is not altogether on account of wages, but with wages lower than 90 per cent. of all the trunk lines of this country and tyrannical abuse from

the management of this road, which has been culminating since the management has been in the hands of H. B. STONE, until patience ceased to be a virtue, and we were obliged to strike to preserve our manhood. We know that the C. B. & Q. company cannot run the road with the class of men they now have, and that it is not safe for the public to patronize this SCAB ROAD and trust their lives and property in their care. And as there are numerous COMPETING LINES that are first-class roads, and doing business on the square, and employ trusty, competent men and pay them fair wages for their services, WE WOULD RESPECTFULLY ASK the traveling public and shippers to patronize such roads, and not ride or ship over the C. B. & Q. system; namely—the C., B. & Q., PROPER, IN ILLINOIS, IOWA AND NEBRASKA; C. & I. R. R.; C., B. & N. AND ROCK ISLAND AND ST. LOUIS DIVISION IN ILLINOIS; ST. LOUIS, KANSAS & NORTH-WESTERN; KANSAS CITY, ST. JOE & COUNCIL BLUFFS IN IOWA AND MISSOURI; B. & M. R. IN NEBRASKA AND COLORADO; HANNIBAL & ST. JOE IN MISSOURI, and all branches connecting with the same. We also ask that all Labor Organizations use their influence to avoid their members and friends from patronizing the SCAB ROAD, as it is for the interest of all laboring men, as well as all well-wishing citizens, that such tyrants as H. B. STONE and C. E. PERKINS should be suppressed, never to rise again. Such men as they, that are not willing to leave so great a question to a Board of Arbitration, should not have as responsible positions as they hold, and were they in the right they would willingly submit to arbitration.

To show that they are not doing a paying business, we give you the following statement, which is taken from the Chicago Herald of June 6th:

"For the month of April, the gross earnings of the Chicago, Burlington & Quincy road were \$1,703,844, against \$2,197,899 for April, 1887, a decrease of \$494,055. Operating expenses increased \$261,895, and net earnings for the month were \$154,680, a decrease of \$755,450. For the four months ending April 30, the net earnings were \$875,154, against \$4,266,327 for the corresponding period last year, a decrease of \$3,391,172. The notable feature of the report is the fact that for the first four months of the year only about one-third of the current interest charges on the bonded indebtedness of the road has been earned."

We assure you THE STRIKE IS NOT OFF, and will not be until the C. B. & Q. makes a settlement with its old employees. Until such a settlement is made, the men at present out on the strike WILL NOT WORK FOR THE C. B. & Q.

Nearly all the accidents and collisions that occur are kept quiet and are not published in the press, except a few that are seen by our own men and are printed in the Chicago Sunday World. The wreckers have not lain idle one day since the commencement of the strike, and wrecks are pulled in at night so that the public shall not see them and know that there are such wrecks.

LET US LIVE IN A FREE COUNTRY! A country in which the people shall rule and where every man shall be recognized as a human being, and where labor shall have its dues as well as capital.

Signed,

COMMITTEE

ENGINEERS, FIREMEN & SWITCHMEN.

PLEASE SEE THAT THIS IS PUBLISHED IN THE PAPERS IN YOUR TOWN.

APPEAL

—OF—

Striking Members of Aurora Division, No. 32,

B. L. E.

TO RAILROAD MEN.

AURORA, ILL., Oct. 26, 1888.

DEAR BROTHERS: I am constrained to address you upon a matter of interest to you all. I have given the subject careful thought, and feel that I cannot excuse myself by silence.

I charge that the C. B. & Q. Road is a democratic road, and that so is its general management through and through, from top to bottom, beginning with Forbes its President, who is now a democrat, including Perkins its Vice President, Stone its recent General Manager, Besler its General Superintendent, Howland, the Assistant Superintendent, Godard its Solicitor, and the great Paul Morton—all democrats.

Paul Morton is one of the active hustlers among the democrats in Chicago, is one of the boss members of the Iroquois Club, and this Club which Morton recently brought out to Aurora over the C. B. & Q., dictated the nomination of Palmer for Governor, as is well known, while Morton is one of Palmer's Campaign Committee in Chicago.

These boss C. B. & Q. men know Palmer thoroughly ; they have had him before, and they believe that they can control him in one way or another whenever they want him. He was subservient to railroad interests when he was Governor, and he has been a railroad lawyer ever since. They know they want him for Governor bad, and know that they do not want anybody else ; and by secret means, by money, and darkly concocted schemes, they are, I fear, endeavoring to cajole railroad men into his support.

I write to you candidly. In my opinion, Paul Morton himself would not be more subservient to the interests of the Q. Road if he were Governor, than would Palmer.

I am informed that Palmer is an old man some seventy-two years of age, in reduced circumstances, with an appetite that would disqualify him for the foot-board, and such a man as could not resist the blandishments and inducements that would surely be made to him by the grand high democratic officials that manage the interests of the Road. These scheming, Democratic railroad functionaries are your enemies,—they are the men that oppress you, and knowing that they, being Democrats, would have no influence with a Republican Governor, they want to elect one of their own kind. It must be that such an intelligent body of men as railroad men are, will see through their schemes, and that you will vote against the candidate of Paul Morton & Co., and vote in the most effective manner to beat your enemy.

I feel deeply in this matter. Do not make a mistake and give comfort to the enemy ; and I respectfully and earnestly ask you to consider these matters in the light of what I say to you, and of what you know yourselves about the situation, and if you find and believe these things to be so, I should like to see copies of this letter, with your endorsement of it, sent to all Illinois points wherever your voices would have weight and influence for our common good.

Do you not owe as much to yourselves and to all who have befriended you?

You know that, sinking all personal and political considerations, I am moved only by feelings for the common good.

Faternally yours,

JAS. JESSEE.

The above letter is endorsed by us—

ANDREW SANTENY,

JOHN BEXON,

A. E. COON,

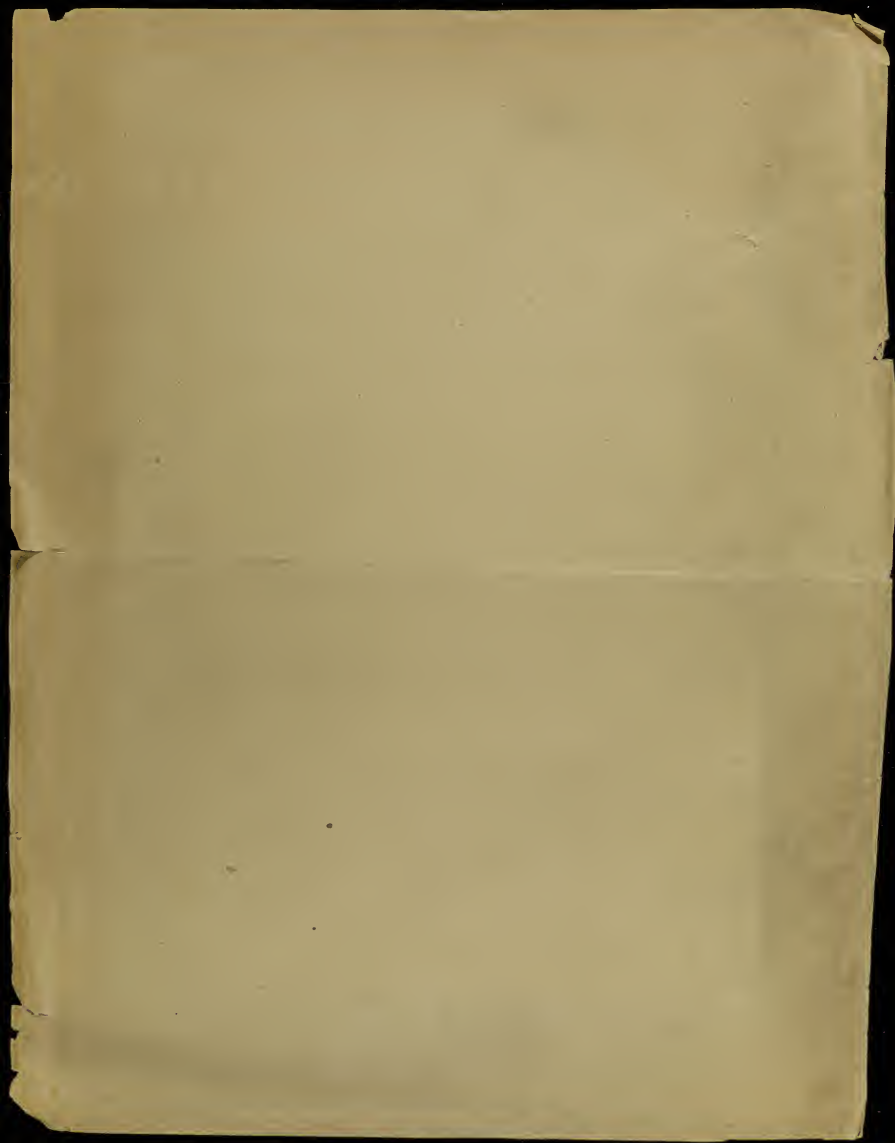
W. L. LONG,

ED. STREAT,

And many others, of Aurora Division, No. 32, B. L. E.

PRESIDENT MONAGHAN, OF THE SWITCHMEN'S UNION, TALKS.

At a meeting held at Schubert's Hall, corner Loomis and Twelfth Streets, Chicago, on the 26th, J. L. Monaghan, President of the Switchmen's Union and candidate for the Fifth Senatorial District, said the workingmen of to-day were confronted with a gigantic conspiracy which had existed ever since the day when the New England colonists pitched English tea into the sea. The conspiracy was thought to have been crushed out in 1861, when English-supported rebellion was conquered by American blood and bayonets. Within the last three years, however, it has sprung up under Grover Cleveland as the chief conspirator, and one of his accomplices, the Minister from



Kalzburg
June 1st 88

Mr. J. C. Dester
Genl. Supt.

Dear Sir:

Referring to
the attached, These are
copies of the advertising
that is being done at
Quincy and Peoria.

I suppose that you have
even copies of these; but
for fear you have not, I
send them to you.

Yours truly,
F. C. Rice.

TO THE PUBLIC

The Press Reports Declaring the Burlington Strike off, Denied by the Engineers and Switchmen.

The officials of the Burlington road, through the subsidized Chicago press, are endeavoring to mislead the public and have them believe that their road is well equipped, and their motive power in good condition; their Engineers, Firemen and Switchmen efficient and competent, and that they are prepared to perform their duties to the public as a common carrier.

They have repeatedly declared the strike off, and have stated to the shippers and the traveling public that they were prepared to receive freight and passengers for all points and transport them as quickly and as safely as before the strike, all of which we deny and are prepared to prove that their road is not in condition to perform its duties as a common carrier.

The Engineers, Firemen, and Switchmen now in the employ of the Co., are inefficient, incompetent and not qualified under any circumstances to perform the duties that are now being imposed upon them. This has been proven beyond a doubt by the investigation of the Railway Commissioners of Illinois, Iowa and Nebraska.

Evidence has been given at these investigations that has proven the Burlington's statements that the strike is off to be a misrepresentation of the facts as they exist on their road at the present time. Their enginemen when put on the stand have sworn under oath that they were not capable of performing their duties, and a great many of them have stated to the commission that they have never had any experience, whatever as locomotive engineers, and did not consider themselves competent enginemen, but on the contrary, admitted that in cases of emergencies that are liable to happen every day, they would be at a loss to know what action to take, or what to do to protect their trains or the lives and property that is daily entrusted to their care. But on the contrary, in cases of accident, through their ignorance, serious accidents might happen, and the accidents which have been happening on the Burlington since the old enginemen resigned has proven conclusively and without a doubt that the testimony given at these investigations was true, and that the officials should have removed their incompetent men and thereby avoided a great many serious accidents which have resulted in the loss of life and property. But on the contrary, they have been telling the good people that their men are well qualified to handle the business on their road with safety and dispatch, when they know full well that they have the same men in charge of their trains who were proven to be incompetent and inefficient. Many of these "Scabs" have been discharged for drunkenness, color-blindness and general incompetency, and could not secure employment under any other circumstances than those that

exist at the present time. Most of the wrecks that have happened on the Burlington during the past two months were caused by the incompetency of the engineers, and the men that employed them are responsible for their acts, as they knew they were not capable of performing the duties that devolve upon a locomotive engineer.

During the past week the officials have been telling the people, through the press, that they have been making better time with stock trains than ever before. They have been giving the time made between adjacent division stations and making a showing in order to deceive shippers and lead them to believe that they are prepared to transport their stock with safety and speed. But they have only given the time used in running, with these fast trains, and have said nothing about the delays at different points along the line, and we know without a doubt that their fast stock trains that they have been talking about have been delayed from one to three hours over each division on the road, and every train of stock that has been shipped over the Q. during the present strike has been delayed from six to twenty-four hours before its arrival at Chicago, and then be in bad condition, by being knocked down in the car by rough handling, and stock trains have been taken over the Burlington when they have consumed from twelve to twenty-four hours time going one hundred miles. Not only stock has been delayed, but merchandise has been delayed along the line, and when a merchant ships freight over the Q. he does not expect to get a fast run with it, but on the contrary makes no calculations about its arrival, knowing that it is liable to be en transit a week before its arrival at its destination.

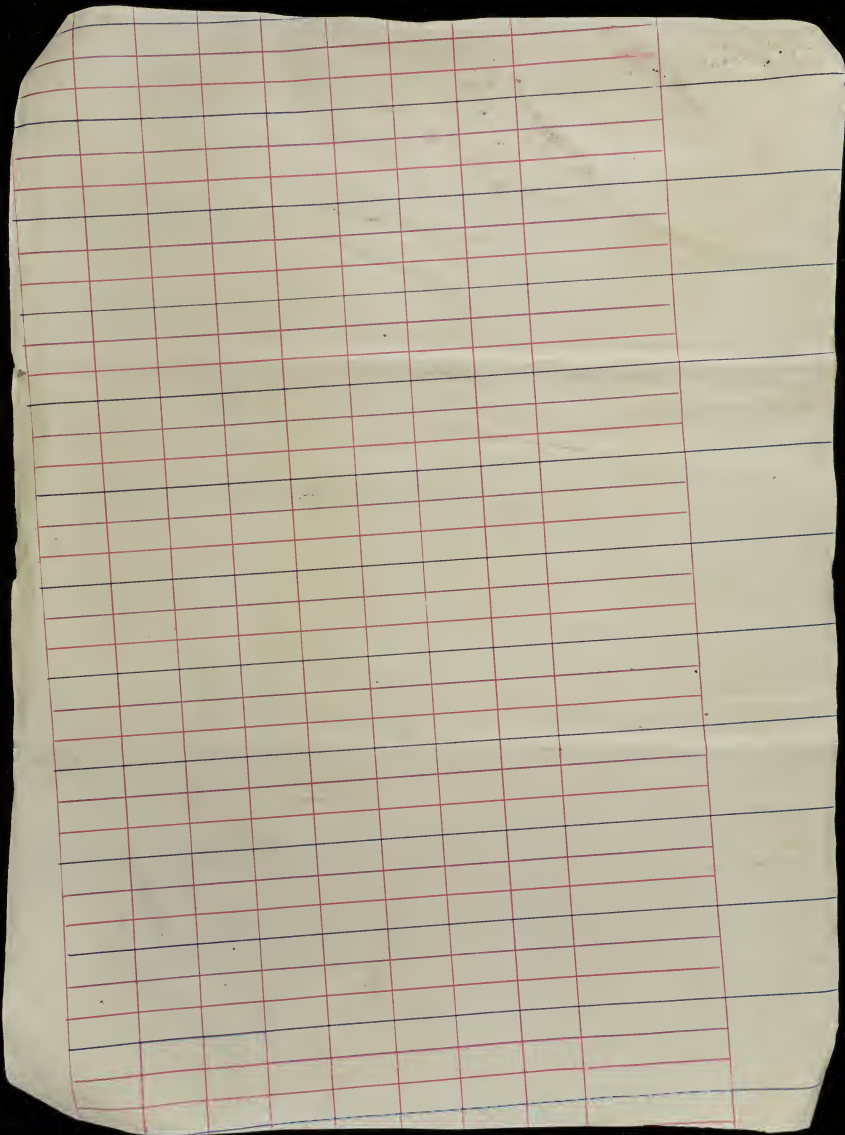
We know without a doubt that the Burlington is not prepared to transport passengers and freight with safety, and the officials of the road know it also, but are trying to deceive the public, and trying, by misstatements and concealing the true condition of their motive power, to revive their declining business and thus make a showing to the stock holders whose property they have been mismanaging.

It is the duty of a shipper to investigate the condition of things on the Q. before entrusting his property to the care of a lot of inefficient "scabs," who themselves that they are not calculated to handle loaded with valuable property or human beings.

We do not wish to advise the public, but believe the people should know that the statements made by the Q. officials, that they are prepared to handle all business tendered them, are wrong and made to mislead an innocent public, and we ask you, friends, to look well before you leap, and find out the truth or falsity of the statements circulated by a subsidized press before consigning your freight to a scab road, manned by inefficient, incompetent enginemen, who are not responsible for their own work.

The strike is not off, and the Burlington is not prepared to transact their business with speed and safety.

COMMITTEE.



C., B. & Q. STOCK TUMBLING!

THE STRIKE NOT OFF.

The Burlington's Great Bluff Denied. Farmers,
Merchants and Laborers Read
and Reflect.

ALL ASKED OF YOU IS READ BOTH SIDES OF THE QUESTION AND HEAR THE TRUTH.

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ments.

We are desirous of again informing the unwary public that the "Burlington" has once more, through the columns of the subsidized press, declared the "strike off," and would lead the public to believe that they were once more handling freight and stock consignments with the same dispatch and safety that they did before the old employes stepped out of their respective places. Also would they have the public believe that the present employes were of the most skilled in their professions of engineers, firemen and switchmen, all of which is a gross insult to a people whose only means of information is through the columns of this same press.

We know the Burlington Co. have and are at the present time using their financial and other influences to deceive the traveling public and the shippers on said road. The leading papers of the country, with few exceptions, have refused to print one side of the story, and we deem it a duty we owe to the citizens of the country to have our side of the question placed in proper light.

At the beginning of the present trouble the Co. admitted that they could not fill the places of their old employes with competent men, and the head officers expected that a large percentage of the old men would remain loyal to the Co., and when the Co. were surprised on the morning of Feb'y 27th, by all their employes stepping out of their respective places, they then resorted to the only means left them and hired every one that came to them; men that in all their lives had never had any experience on an engine; men of drunken and vicious habits; men that could not get employment in any honorable position or under any circumstances other than an emergency such as now exists on the Q. To substantiate these statements we are willing to court investigation, and have been courting such investigation ever since the strike commenced. The investigations at Creston, Iowa, Aurora, Ill., and other cities along the line of the Q have already proven the truth of the charges we have made, namely, the men employed by the C. B. & Q. as engineers are wholly incompetent and unfitted for the positions they now

hold, and would not now be recognized by any other railroad management. We further state it is not a question of wages that is prompting the Q. management in its warfare upon the men formerly in its employ, as they are now paying the new men wages that far exceed the wages paid the old men. In addition thereto they are paying pilots for each train the compensation of first-class engineers. But the true animus of their warfare was tersely expressed by one of the officials in Creston: "We have broken up the Brotherhood and will break up every other damned labor organization in the country." The struggle is simply a struggle between corporate greed on the one hand, striving to crush out the manly hopes of all those who labor for a living, and labor on the other, seeking to better its condition and elevate the cause of all those whose lot it is "to earn their bread in the sweat of their brow," and this too without seeking to take from capital any of its just rights, or its legitimate profits. We wish the public to understand that this is not altogether on account of wages, but with wages lower than 90 per cent. of all the trunk lines of this country and tyrannical abuse from the management of this road, which has been culminating since the management has been in the hands of H. B. Stone, until patience ceased to be a virtue, and we were obliged to strike to preserve our manhood. We know that the C. B. & Q. Company cannot run the road with the class of men they now have; that they cannot get good men to man the road without getting them from the ranks of the Brotherhood, and to get them they must first sign the schedule we have now in Chicago. The strike is not off and never will be called off until the schedule is signed, and then can only be called off by and with the full consent of the Brotherhood. We are getting our support, and there is no danger of our support being cut off, notwithstanding the reports of the Company and Paul Morton to the contrary. We are out to stay and are sure of winning, and if necessary we will sink the Burlington out of sight or put her into the hands of a receiver.

PER COMMITTEE OF THE BROTHERHOODS.

Children raised
by the strikers to
the public.

1888

for Mrs. Sander-

TO THE PUBLIC!

The Press Reports Declaring the Burlington Strike off, Denied by the Enginemen and Switchmen.

The officials of the Burlington road, through the subsidized Chicago press, are endeavoring to mislead the public and have them believe that their road is well equipped, and their motive power in good condition; their Engineers, Firemen and Switchmen efficient and competent, and that they are prepared to perform their duties to the public as a common carrier.

They have repeatedly declared the strike off, and have stated to the shippers and the traveling public that they were prepared to receive freight and passengers for all points and transport them as quickly and as safely as before the strike, all of which we deny and are prepared to prove that their road is not in condition to perform its duties as a common carrier.

The Engineers, Firemen and Switchmen now in the employ of the Co., are inefficient, incompetent and not qualified under any circumstances to perform the duties that are now being imposed upon them. This has been proven beyond a doubt by the investigation of the Railway Commissioners of Illinois, Iowa and Nebraska.

Evidence has been given at these investigations that has proven the Burlington's statements that the strike is off to be a misrepresentation of the facts as they exist on their road at the present time. Their enginemen when put on the stand have sworn under oath that they were not capable of performing their duties, and a great many of them have stated to the commission that they have never had any experience whatever as locomotive engineers, and did not consider themselves competent enginemen, but on the contrary, admitted that in cases of emergencies that are liable to happen every day, they would be at a loss to know what action to take, or what to do to protect their trains or the lives and property that is daily entrusted to their care. But on the contrary, in cases of accident, through their ignorance, serious accidents might happen, and the accidents which have been happening on the Burlington since the old enginemen resigned has proven conclusively and without a doubt that the testimony given at these investigations was true, and that the officials should have removed their incompetent men and thereby avoided a great many serious accidents which have resulted in the loss of life and property. But on the contrary, they have been telling the good people that their men are well qualified to handle the business on their road with safety and dispatch, when they know full well that they have the same men in charge of their trains who were proven to be incompetent and inefficient. Many of these "Scabs" have been discharged for drunkenness, color-blindness and general incompetency, and could not secure employment under any other circumstances, they are

exist at the present time. Most of the wrecks that have happened on the Burlington during the past two months were caused by the incompetency of the engineers, and the men that employed them are responsible for their acts, as they knew they were not capable of performing the duties that devolve upon a locomotive engineer.

During the past week the officials have been telling the people, through the press, that they have been making better time with stock trains than ever before. They have been giving the time made between different division stations and making a showing in order to deceive shippers and lead them to believe that they are prepared to transport their stock with safety and speed. But they have only given the time used in running with these fast trains, and have said nothing about the delays at different points along the line, and we know without a doubt that their fast stock trains that they have been talking about have been delayed from one to three hours over each division on the road, and every train of stock that has been shipped over the Q. during the present strike has been delayed from six to twenty-four hours before its arrival at Chicago, and then be in bad condition, by being knocked down in the car by rough handling, and stock trains have been taken over the Burlington when they have consumed from twelve to twenty-four hours time going one hundred miles. Not only stock has been delayed, but merchandise has been delayed along the line, and when a merchant ships freight over the Q. he does not expect to get a fast run with it, but on the contrary makes no calculations about its arrival, knowing that it is liable to be en transit a week before its arrival at its destination.

We know without a doubt that the Burlington is not prepared to transport passengers and freight with safety, and the officials of the road know it also, but are trying to deceive the public, and trying, by misstatements and concealing the true condition of their motive power, to revive their declining business and thus make a showing to the stock holders whose property they have been mismanaging.

It would pay every shipper to investigate the condition of things on the Q. before entrusting his property to the care of a lot of inefficient "scabs," who realize themselves that they are not calculated to handle trains loaded with valuable property or human beings.

We do not wish to advise the public, but believe the people should know that the statements made by the Q. officials, that they are prepared to handle all business tendered them, are wrong and made to mislead an innocent public, and we ask you, friends, to look well before you leap, and find out the truth or falsity of the statements circulated by a subsidized press before consigning your freight to a scab road, manned by inefficient, incompetent enginemen, who are not responsible for their own work.

The strike is not off, and the Burlington is not prepared to handle business with safety.

